**TESTS:** Exclusive Honda CX650 Turbo, Suzuki XN85 Turbo, Yamaha XS650L Turbo, Yamaha YZ250

SPECIAL EDITION

# CYCLE GUIDE

MARCH 1983 $1.50 UK 1.25p.

**SPECIAL EDITION: Fairing Buyer's Guide**

47457

## WARP-SPEED SHOOTOUT:

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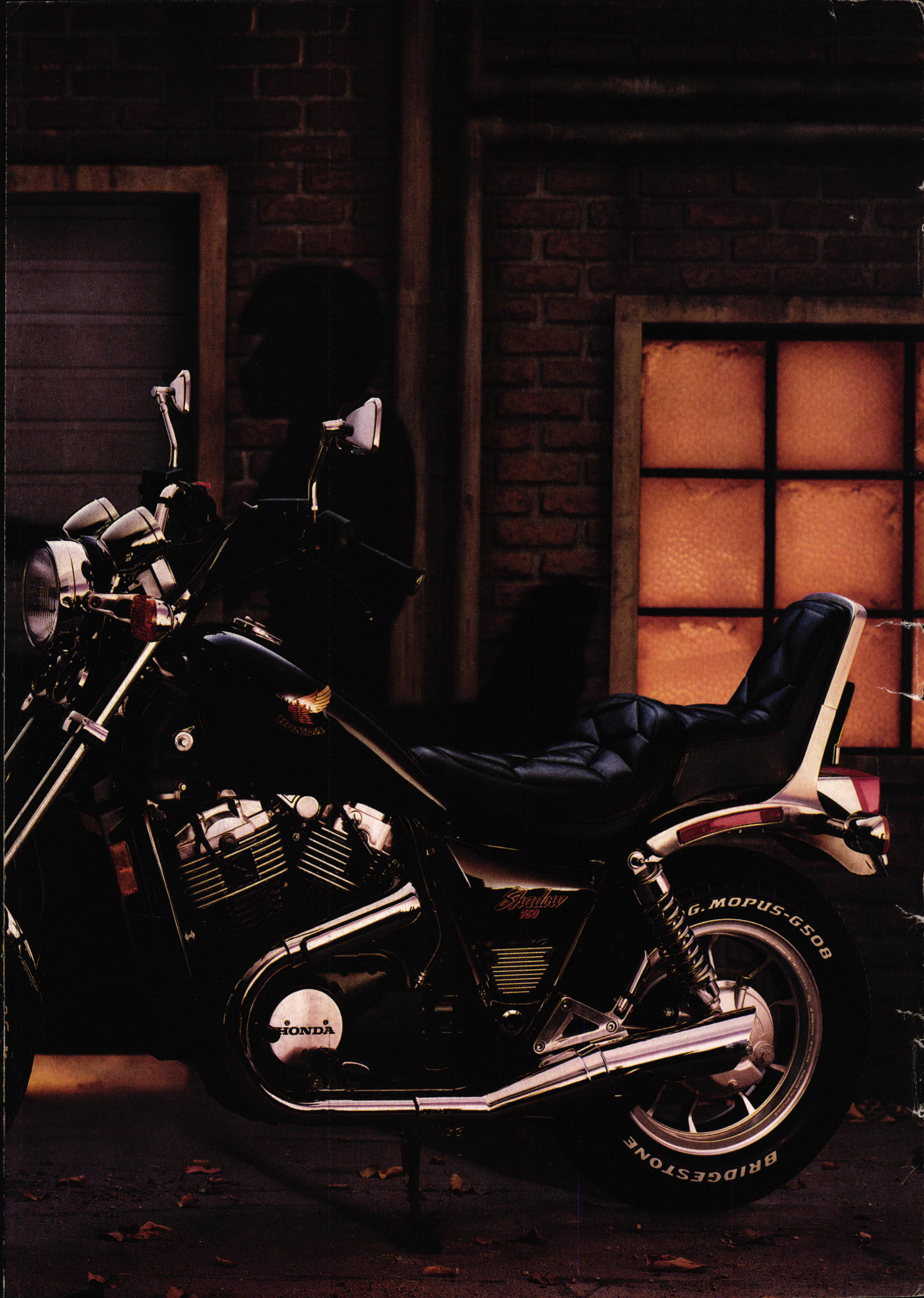
HONDA
Shadow
750
HONDA
G.MOPUS-G508
BRIDGESTONE

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HONDA

# WITH THIS KIND OF POWER, IT'S TOUGH TO KEEP A LOW PROFILE.

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But if you want the real low-down on why the Shadow 750 makes other V-twins pale by comparison, there's only one thing to talk about.

Power.

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Our exclusive three-valve, twin plug cylinder heads enable the Shadow 750 to run a high 9.8 to 1 compression ratio and develop an incredible 49 ft/lbs of torque at 6000 rpm. That means there's plenty of power whenever you need it..

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The Shadow 750. Its profile says one thing. Power.

**HONDA**

**FOLLOW THE LEADER**

# CYCLE GUIDE'S CYCLE GUIDE

*Cycle Guide's catalog of recent test hardware—no brag, just fact.*

## OFF-ROAD

| MAKE & MODEL | ISSUE | TYPE | ENGINE TYPE | WHEEL TRAVEL, IN. FRONT/REAR | WEIGHT, LBS | RAKE/TRAIL, DEGREES/INCHES | GEARS |
|---|---|---|---|---|---|---|---|
| Can-Am Sonic MX-'83 | January '83 | Motocross | Four-stroke | 11.6/12.1 | 272 | 28.0/4.2 | 5 |
| Honda CR250R-'83 | February '83 | Motocross | Two-stroke | 11.5/12.2 | 217 | 26.8/4.0 | 5 |
| Honda CR480R-'82 | April '82 | Motocross | Two-stroke | 11.5/12.0 | 232 | 27.2/4.2 | 4 |
| Honda XR500R-'82 | November '81 | Enduro | Four-stroke | 9.5/10.0 | 289 | 28.0/4.4 | 5 |
| Husqvarna 250CR-'83 | January '83 | Motocross | Two-stroke | 11.8/12.7 | 227 | 30.0/5.5 | 6 |
| Husqvarna 250WR-'82 | June '82 | Enduro | Two-stroke | 10.6/10.7 | 236 | 30.0/6.0 | 6 |
| Husqvarna 430CR-'82 | July '82 | Motocross | Two-stroke | 11.8/12.0 | 232 | 30.5/6.0 | 6 |
| Husqvarna 500CR-'82 | October '82 | Motocross | Two-stroke | 11.8/12.0 | 239 | 30.5/6.0 | 4 |
| Kawasaki KDX175-'82 | September '82 | Enduro | Two-stroke | 9.6/10.5 | 227 | 28.0/4.7 | 6 |
| Kawasaki KX125-'82 | November '82 | Motocross | Two-stroke | 11.2/11.4 | 200 | 28.0/4.8 | 6 |
| Kawasaki KX250-'82 | May '82 | Motocross | Two-stroke | 11.2/11.3 | 220 | 30.0/5.1 | 5 |
| KTM 495 MC-'82 | July '82 | Motocross | Two-stroke | 11.3/12.1 | 247 | 27.5/4.8 | 5 |
| Maico Alpha 1 490-'82 | July '82 | Motocross | Two-stroke | 11.6/11.5 | 248 | 28.5/5.0 | 5 |
| Maico 490 E-'83 | December '82 | Enduro | Two-stroke | 11.9/12.6 | 261 | 27.5/4.6 | 5 |
| Suzuki DR250-'82 | December '82 | Trail | Four-stroke | 9.7/10.3 | 259 | 28.2/4.6 | 5 |
| Suzuki PE175-'82 | September '82 | Enduro | Two-stroke | 10.0/9.8 | 229 | 28.0/4.4 | 6 |
| Suzuki RM125-'82 | November '82 | Motocross | Two-stroke | 11.2/12.6 | 197 | 29.5/4.8 | 6 |
| Suzuki RM250-'83 | February '83 | Motocross | Two-stroke | 10.7/12.4 | 219 | 29.7/4.8 | 5 |
| Suzuki RM465-'82 | April '82 | Motocross | Two-stroke | 10.8/12.0 | 234 | 29.3/4.8 | 4 |
| Yamaha IT175-'82 | August '82 | Enduro | Two-stroke | 10.2/11.2 | 216 | 28.5/4.9 | 6 |
| Yamaha YZ250-'83 | March '83 | Motocross | Two-stroke | 11.3/12.3 | 217 | 28.0/4.7 | 5 |
| Yamaha YZ490-'82 | April '82 | Motocross | Two-stroke | 11.3/12.8 | 238 | 28.5/4.7 | 4 |

## STREET

| MAKE & MODEL | ISSUE | ENGINE TYPE* | DISPLACEMENT, CC | QUARTER-MILE, SEC./MPH | TOP SPEED, MPH | WEIGHT, LBS | FUEL CONSUMPTION, MPG | STOPPING DISTANCE FROM 60 MPH, FT. |
|---|---|---|---|---|---|---|---|---|
| BMW R65 LS-'82 | April '82 | 2C/G | 649.6 | 14.15/92.4 | 110 | 417 | 35-50 | 138 |
| BMW R80 G/S-'81 | November '81 | 2C/G | 797.5 | 14.07/92.3 | 105 | 405 | 36-54 | NA |
| BMW R100RT-'82 | May '82 | 2C/G | 979.9 | 13.86/95.1 | 122 | 523 | 35-50 | 148 |
| H-D FLH Classic-'82 | August '82 | 45-deg. 2D/F | 1338.6 | 15.47/82.0 | 101 | 752 | 32-42 | 180 |
| H-D FXRS-'82 | December '81 | 45-deg. 2D/F | 1338.6 | 13.92/93.1 | 109 | 594 | 40-47 | 124 |
| Honda CBX400F-'82 | October '82 | 4A/F | 399.1 | 13.59/96.5 | 110 | 402 | 34-58 | 128 |
| Honda CB650SC Nighthawk-'83 | December '82 | 4A/G | 656.0 | 12.29/108.0 | 122 | 451 | 28-51 | 128 |
| Honda CB750F-'81 | June '81 | 4A/F | 748.7 | 12.40/108.3 | 118 | 526 | 38-53 | 126 |
| Honda CB900F-'81 | July '81 | 4A/F | 901.8 | 12.21/111.1 | 141 | 547 | 41-47 | 130 |
| Honda CB1100F-'83 | January '83 | 4A/F | 1062.2 | 11.22/119.8 | 144 | 550 | 33-46 | 144 |
| Honda CB1100R-'81 | November '81 | 4A/F | 1062.2 | NA | 155 | 518 | 31-48 | NA |
| Honda CX650 Turbo-'83 | March '83 | 80-deg. 2E/G | 673.5 | 12.09/111.7 | 137 | 538 | 25-44 | 124 |
| Honda FT500 Ascot-'82 | August '82 | 1B/F | 497.7 | 14.92/83.7 | 97 | 360 | 47-54 | 146 |
| Honda GL500 Interstate-'81 | August '81 | 80-deg. 2E/G | 496.9 | 14.88/86.4 | 96 | 517 | 39-53 | 140 |
| Honda GL1100-'81 | April '82 | 4C/G | 1085.0 | 12.60/106.5 | 139 | 606 | 41-49 | NA |
| Honda GL1100A Aspencade-'83 | February '83 | 4C/G | 1085.0 | 13.51/96.0 | 152 | 752 | 32-46 | 131 |
| Honda GL1100I Interstate-'82 | April '82 | 4C/G | 1085.0 | 13.30/99.5 | 139 | 697 | 40-50 | NA |
| Honda Nighthawk 750-'82 | March '82 | 4A/F | 748.7 | 12.74/103.8 | 131 | 543 | 36-49 | 128 |
| Honda V45 Magna-'82 | June '82 | 4D/G | 748.1 | 12.34/105.9 | 129 | 507 | 30-46 | 124 |
| Honda V45 Sabre-'82 | June '82 | 4D/G | 748.1 | 12.37/106.8 | 128 | 511 | 29-47 | 149 |
| Kawasaki GPz550-'82 | November '82 | 4A/F | 553.8 | 13.20/99.6 | 132 | 437 | 43-61 | 132 |
| Kawasaki GPz750-'83 | February '83 | 4A/F | 739.0 | 12.16/109.2 | 134 | 498 | 35-51 | 136 |
| Kawasaki GPz1100-'82 | May '82 | 4A/F | 1089.9 | 11.33/119.4 | 137 | 534 | 35-48 | 127 |
| Kawasaki KZ750-L3-'83 | January '83 | 4A/F | 739.0 | 12.09/108.6 | 134 | 487 | 47-53 | 132 |
| Kawasaki KX750LTD-'82 | December '82 | 4A/F | 739.0 | 12.56/105.3 | 131 | 474 | 41-55 | 131 |
| Kawasaki KZ1000J-'81 | February '81 | 4A/F | 998.6 | 11.62/116.3 | 130 | 521 | 30-51 | 135 |
| Kawasaki KZ1000R-'82 | November '82 | 4A/F | 998.6 | 11.85/116.7 | 134 | 505 | 35-49 | 129 |
| Kawasaki KZ1100A-'81 | April '81 | 4A/G | 1089.9 | 11.62/117.6 | 142 | 559 | 38-44 | NA |
| Kawasaki KZ1100 Spectre-'82 | March '82 | 4A/G | 1089.9 | 11.96/110.4 | 142 | 553 | 36-44 | 132 |
| Suzuki GS450E-'83 | January '83 | 2A/F | 448.2 | 14.24/93.2 | 106 | 384 | 39-49 | 131 |
| Suzuki GS450G Automatic-'83 | February '83 | 2A/G | 448.2 | 16.41/82.3 | 94 | 410 | 36-59 | 143 |
| Suzuki GS550M Katana-'82 | August '82 | 4A/F | 549.7 | 13.69/95.9 | 120 | 449 | 39-53 | 135 |
| Suzuki GS750E-'82 | January '82 | 4A/F | 747.4 | 12.01/109.1 | 127 | 519 | 34-49 | 127 |
| Suzuki GS1000S Katana-'81 | December '81 | 4A/F | 997.5 | 11.40/118.7 | 141 | 525 | 33-51 | 129 |
| Suzuki GS1100E-'82 | May '82 | 4A/F | 1074.9 | 11.20/119.3 | 141 | 530 | 37-49 | 132 |
| Suzuki GS1100G-'82 | September '82 | 4A/G | 1074.9 | 11.92/114.2 | 137 | 555 | 42-48 | 138 |
| Suzuki GS1100GK-'82 | October '82 | 4A/F | 1074.9 | 12.58/104.5 | 137 | 647 | 31-44 | 155 |
| Suzuki XN85 Turbo-'83 | March '83 | 4A/F | 673.9 | 12.38/107.1 | 132 | 521 | 34-46 | 120 |
| Yamaha XS400 Seca-'82 | December '82 | 2A/F | 399.4 | 14.50/89.2 | 110 | 382 | 47-57 | 140 |
| Yamaha 750 Seca-'81 | June '81 | 4A/G | 748.6 | 12.26/108.0 | 128 | 495 | 44-56 | 134 |
| Yamaha XJ650 Seca-'82 | September '82 | 4A/G | 653.4 | 12.83/103.4 | 125 | 469 | 44-59 | 135 |
| Yamaha XJ650 Turbo-'83 | March '83 | 4A/F | 653.4 | 13.06/103.3 | 126 | 543 | 35-53 | 126 |
| Yamaha XS400 Maxim-'82 | November '82 | 2A/F | 399.4 | 14.65/89.3 | 104 | 376 | 52-61 | 136 |
| Yamaha 750 Virago-'82 | January '82 | 75-deg. 2D/G | 748.8 | 13.28/99.8 | 105 | 481 | 43-48 | 132 |
| Yamaha 920 Virago-'82 | February '82 | 75-deg. 2D/G | 920.0 | 12.94/101.6 | 108 | 514 | 36-49 | 134 |
| Yamaha XV920R-'82 | February '82 | 75-deg. 2D/F | 920.0 | 13.10/100.4 | 112 | 509 | 37-51 | 128 |

***A**-Transverse Vertical, **B**-Vertical (single-cylinder only), **C**-Horizontally Opposed, **D**-Tandem Vee, **E**-Transverse Vee, **F**-Chain Final Drive, **G**-Shaft Final Drive, **H**-Belt Final Drive

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**QUOTE:**
" 'We'll challenge anyone from anywhere, any time.' Just be prepared to sell your soul to beat them."
—Pg. 101

**ON THE COVER:**
It's a three-part turbo medley, spiced with a snap of power and a pinch of prestige. The dish was specially prepared in the kitchen of chef Chris Eastman for those with a taste for fast food.

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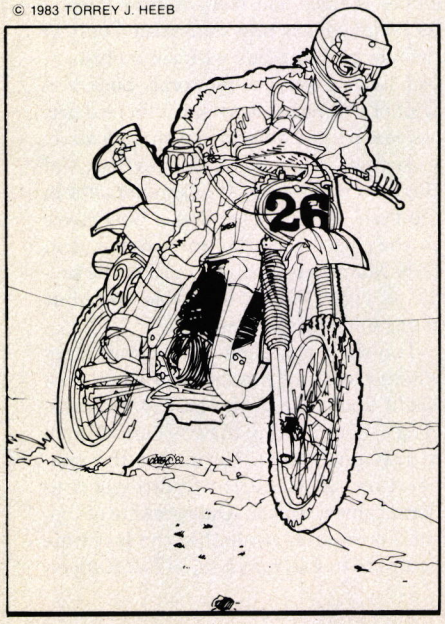



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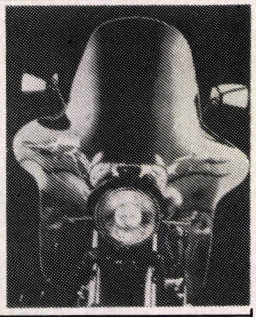

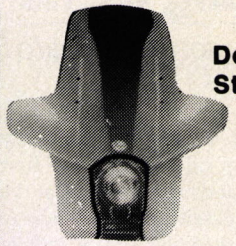

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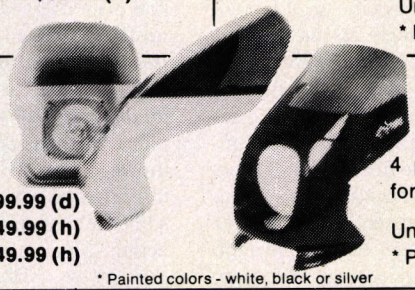

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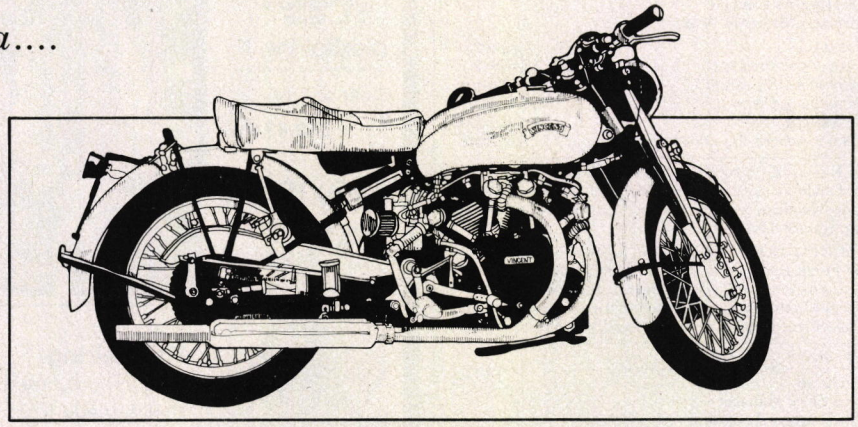


• Nearly the end of the season, actually. Nostalgia usually rides in with the first cold wind of fall, and hunkers down at the fireplace by Thanksgiving. In sections of the country where winter puts a halt to riding, it's a time to pry open the gates of memory lane, to gather indoors for bench racing and await the spring thaw.

Great stuff, nostalgia. Time, you know, is a lot like air. It's compressible. We can distill its highlights in pictures and words. And even in motorcycles, which are swell devices for time travel—in either direction.

The physicists tell us it's possible to go ahead in time, at least in theory. So in a sense, motorcycling is time travel. We imagine ourselves at a point up the road. We conjure a lean angle in the turn up ahead, and it happens. We *project.*

Nostalgia is just a mental U-turn. (Not recommended while riding). A way to set us idling back through the mists of memory, riding along some dusty trail of time.

At this time of year, almost anything can trigger remembrances. I can glance at the back of my garage, to the Triumph Daytona awaiting renovation, and *snap*! I'm into the old unfocused stare, gazing into the reverse zoom lens of history. Down the bunny hole, falling, falling ....

Why, there's Hank Slattery, uncrimping himself from a Suzuki X-6 Hustler. He has a look of uncharacteristic surprise. "Jeezus, Rafferty, this thing is *really* fast!"

Hello, 1966. The Ducati Diana, the Bultaco Metisse, the BSA Spitfire with its Amal GP carbs and 2000-rpm idle. And the Royal Enfield Interceptor, the Harley-Davidson/Aermacchi street-scrambler/shorttracker/roadracer, the scarifying TD-1 Yamahas. THE G-50 MATCHLESS!

Sorry. The wings of reverie can carry me away; right into the Memorial Hall of motorcycling, where the sights, sounds and smells of yesteryear are preserved. Where bigger-than-life actions require no external embellishment. Where the real-world heros live forever.

Yeah, 1966 was the year Buddy Elmore won Daytona on a Triumph 500. With scrambler pipes. Remember when all the big meets were preceded by the Hell's Angels-are-on-their-way rumor? ("Yep, just heard it on the radio. Two thousand of 'em just crossed the Indiana border.") A year earlier, at the Nelson Ledges National roadrace, some of the local apehangers-on took to the track for a squirrel display, unlikely as that might seem.

Elmore, who is from Texas, where such behavior is discouraged, was sitting trackside on a wooden chair. Figuring the racing had been delayed long enough, he picked up the chair and applied it vigorously to the head and shoulders of the nearest klutz. This met with unanimous approval among the people in the stands and the pits, who then converged into parallel columns of people leading to the exit. The offenders skulked away and racing resumed. It's inspiring to see democracy in action.

Sixty-six. Mike Hailwood's return to Honda, facing his old teammate Agostini on the MV-3 at the Isle of Man. In only his second appearance at the island, Agostini qualified the more agile MV at 102 mph. Hailwood took the Honda-4 out and *burned* a lap at 106. The thing handled like a boulder. But when asked what he might like to see changed, Hailwood replied, "More horsepower."

Another Honda rider, Ireland's Ralph Bryans, burned his motorcycle. Losing power in practice, he looked down to see "flames licking round the carburetors." Revving the engine failed to suck the fire out, so Bryans sped up, hoping the wind would extinguish it. No good. "I eventually arrived at the 13th milestone; it must have burned through one of the petrol pipes; it was a *mighty blaze*! So I just jumped off and run, for me life!"

Let's see . . . in '66, Bart Markel won his third Grand National title. The dirttrack contests among Gary Nixon, Dick Mann and Markel were epic tussles. In enduros, John Penton was winning nationals on a Honda 160. Remember what he rode to the championship in '59? A BMW 250.

The fuse for the motocross explosion was just getting lighted back then. Dave Nicoll, John Banks and Jeff Smith swept the 1970 Trans-AMA for BSA. Dick Burleson was fourth. Remember when *every* motocross report included "the transplanted Dutchman" or "the Dutch Dentist"? Can you remember when Brad Lackey *wasn't* riding motocross?

How about the time Cal Rayborn took his Harley XR750 to England for the 1972 match races? It was the second Anglo-American series, and Rayborn went without the blessing of race boss Dick O'Brien. And despite the seeming invincibility of the Triumph Tridents, Calvin won three races and was second in three more. He tied Ray Pickrell for tops points, and had the Brits properly agog with his mastery on the old iron-barrel boomer.

Sigh. Of course nostalgia comes in various models and colors. The higher forms are marked by reverence for the best we've known, the honor we maintain for achievements that rang clear and true; for individuals who made indelible imprints by their grace, courage, quality.

Our need for nostalgia, like our need for heroes, is a real one. Not a morose longing for an imaginary past that existed only in the movies, but a link with actual history. Not naive reverence for comic book versions of gunsligers, but respect for *real* heroes who needed no artificial amplification.

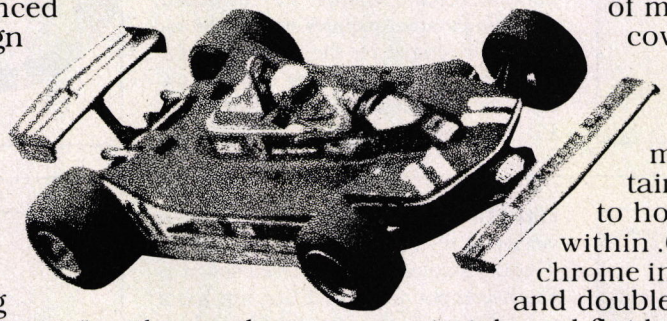
And so, in my particular reveries, Cal Rayborn was a Gary Cooper character in the flesh. Bart Markel was a Bob Steele cowboy with a Harley for a horse. And Dick Mann was, and is, as tall in the saddle as John Wayne ever was. Without cameras and scriptwriters.

Top-shelf nostalgia often crystallizes where past and present rub shoulders. You'll find some of the best at motorcycling's official spring thaw in early March in Daytona Beach. No matter the temperature elsewhere, the traditional rites herald a new season. And speaking of top-shelf nostalgia, remember the last time you rode to Daytona? —*T.J. Rafferty*

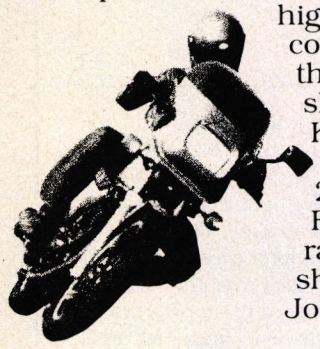
# WE ARE KONI.
# THE SHOCK ABSORBER PEOPLE.

**We at Koni know our shock absorbers are the world's best. Our leadership in quality, performance and reliability is founded on the principle that it is our people that make Koni the best—not the other way around. We prefer to talk about our people, but our customers continue to ask about Koni shock absorbers. We can list but a few of Koni's accomplishments which were made possible by *the* shock absorber people.**

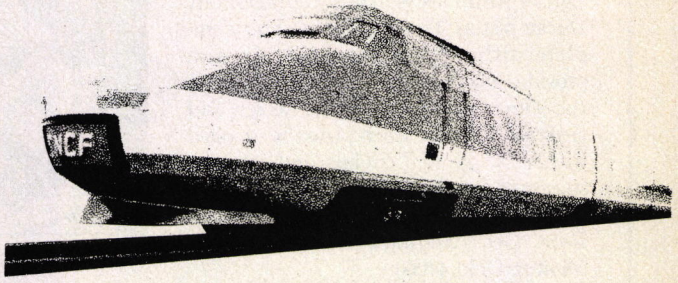
Koni's leadership in shock absorber technology is based on 35 years of development, production and racing throughout the world. Koni, once a small precision craftsmanship shop, now employs over 1000 people. We have developed the most advanced computer controlled design and production equipment in the industry. Koni produces over 2500 different shock absorber models which are distributed in 90 countries around the globe.



No challenge is too big for Koni. New-era "bullet trains" with speed designs exceeding 200 mph have created enormous demands on shock absorbers. Koni developed the "yaw" damper to correct problems with shifting rotational mass at these superspeeds. With Koni's yaw dampers installed, the French bullet train established a new 236 mph world speed record. This bullet train travels at higher speeds with more control, comfort and safety than at substantially slower speeds without Koni shock absorbers.



Multi-million dollar, 225 mph Indy-class and Formula I Grand Prix race cars rely on Koni shock absorbers. Gordon Johncock's Indianapolis




500, an Indy-class Wildcat built by Patrick Racing, uses Koni shocks exclusively. In Grand Prix auto racing each Formula I, II and III championship title racers used Koni to win. In fact, 186 cumulative Formula I Grand Prix races have been won by Koni equipped race cars.

Koni's technological leadership in the design of motorcycle shock absorbers covers the last 16 years. Koni pioneered the valving designs used by most all other shock absorbers makers. But only Koni maintains consistent quality control to hold manufacturing tolerances within .0001". Only Koni uses its chrome induction hardened piston rod and double-wall damper body. All the materials and fluids used in Koni shock absorbers are time-proven as the best available.

Koni pioneered adjustable shock damper design. Our new 7610 series motorcycle shocks are the finest we have ever produced. We have incorporated finger tip external damping control in the 7610 series. We have also developed the first production *single-unit triple-rate spring* for the 7610 series shocks. This spring design is so versatile that it soaks up the smallest bumps while preventing shock bottoming from heavy loading.

Koni has maintained all the performance, quality and reliability standards in our new 7610 series shock absorbers. We know the new 7610 series are the best and offer the only lifetime warranty in the industry to prove it. You will see continued commitment to excellence from Koni—*the* shock absorber people.

**KONI**

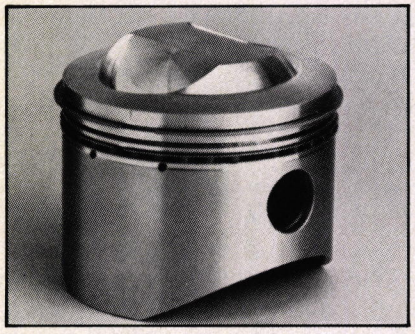
KONI America Inc.
111 West Lovers Lane
Culpeper, VA 22701
(703) 825-4543

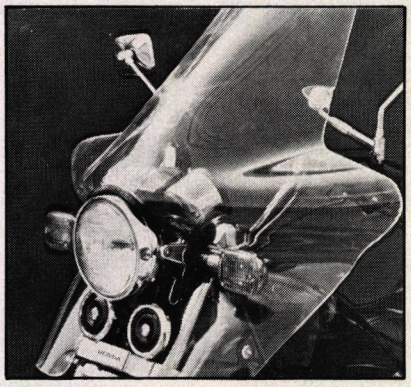
A Subsidiary of ITT

# Motomart

*Aftermarket offerings by the dozen.*

**Duck Pistons:** If your 900 Ducati needs new pistons, consider Wiseco's forged units. They're available in two sizes: 87mm and 90mm. Wiseco claims the high-silicon-content pistons are 76 grams lighter than any other replacement Ducati piston. The 87mm size comes complete with a three-piece ring set and provides a compression ratio of 10:1, while the 90mm size is a two-ring design and gives an 11:1 ratio. Each piston is supplied with wrist pin and circlips, and carries a suggested retail price of $67.14. For more information, contact Wiseco Piston Inc., Dept. CG, 7201 Industrial Park Blvd., Mentor, Ohio 44060.



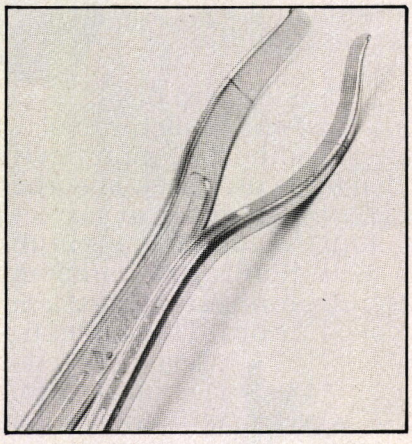


**Honda-Vee Screen:** Silhouette Fairings has introduced two new clear fairings for Honda's Sabre and Magna models. Both fairings come with Silhouette's improved Pop-Lock mounting system, which the company claims has been redesigned to wedge itself tightly to the fairing. Silhouette further claims the cushioned mounting system requires nothing be removed or altered on the motorcycle for the fairing to fit. For more information, write to Silhouette Fairings, Dept. CG, P.O. Box 1672, Martinsville, Indiana 46151.

**Anti-Fog Goggs:** MXL's Bermbuster goggles take a different approach to fighting that old devil, goggle-fogging. The answer lies in the T-900 lens, which actually is a composite of two lenses with an air space between the two. The outer lens is coated to resist scratching, and the inner lens is treated with MXL's anti-fog coating. The combination is claimed to give unparalleled anti-fog performance. For more information, write to MXL, National Hydron, Dept. CG, 1764 Rohrerstown Road, Lancaster, Pennsylvania 17601.

**Slow Boots:** Trials riders might do it slower but they still have rocks and ruts to dab in, and because of this, Sidi offers its Super Trials boot. The boots have ankle padding on four sides, double-padded shins, plastic inserts in the heel and toe, and a steel shank. Also, there are Sidi's speed laces with outer velcro fasteners, all on top of a crepe sole. For more information, contact Cosmopolitan Motors, Dept. CG, 301 Jacksonville Road, Hatboro, Pennsylvania 19040.

**Elitist Tires:** Dunlop has introduced a new version of the Sport Elite tire, the K291S. This tire features the same tread design as the R-compound Sport Elite, but has a more durable S-compound rubber, which Dunlop claims will deliver longer tread life as well as all-weather performance. The K291S is available from most motorcycle dealers, or get more information by contacting Dunlop Tire and Rubber Corp., Dept. CG, P.O. Box 1109, Buffalo, New York 14240.



**Big Irons:** Before you perform acupuncture on yet another tube, fill your hand, pilgrim. And not with those icepicks and screwdrivers you've been using—try these big irons from Motorace. Their 15-inch length will let you lever even the nastiest stiff-walled tire's bead over the rim, and both ends are designed to simplify tire removal and installation. Suggested retail price for the irons is $17.90 per pair, and they're available from Motorace, Dept. CG, P.O. Box 861, Wilbraham, Massachusetts 01095.

*Continued*

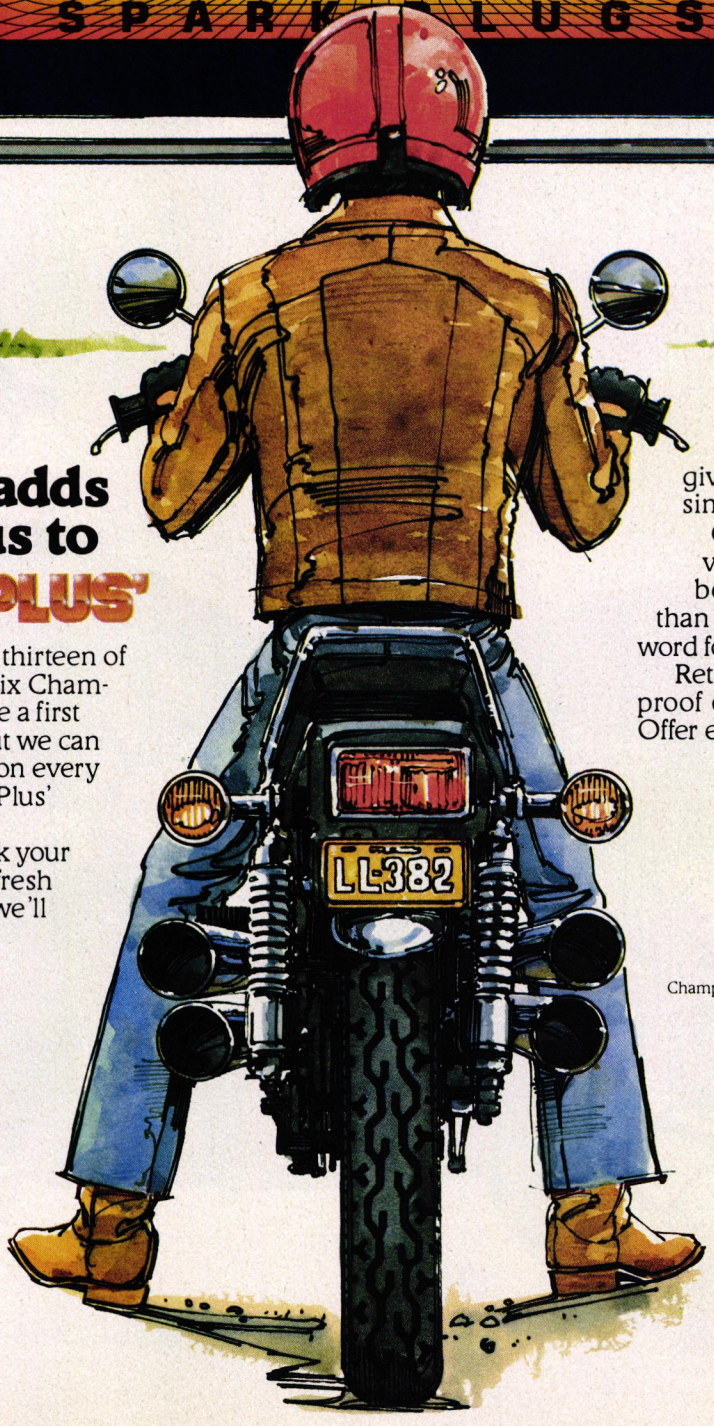
# THE CHAMPION GUARANTEE

IF YOU DON'T THINK YOUR ENGINE RUNS BETTER WITH FRESH CHAMPION SPARK PLUGS, WE WILL GIVE YOUR MONEY BACK.

CHAMPION

PERFORMANCE GUARANTEED

SPARK PLUGS




## Champion adds another plus to 'COPPER PLUS'

The plug that sparked thirteen of fourteen World Grand Prix Championships can't guarantee a first place win every time. But we can guarantee your satisfaction every time you install 'Copper Plus' spark plugs in your bike.

How? If you don't think your engine runs better with fresh Champion spark plugs, we'll give your money back.* It's as simple as that.

Our new plus will help convince you that you can't buy a better spark plug for your bike than 'Copper Plus'. You've got our word for it.

Return plugs to Champion with proof of purchase within 60 days. Offer expires Aug. 31, 1983.

*Aviation/industrial plugs excepted.

RIDE AWARE. SHOW YOU CARE.
MOTORCYCLE INDUSTRY COUNCIL, INC.

CHAMPION

NOTHING SPARKS LIKE A CHAMPION

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# TO VEE OR N

For those of you who admire our Ascot™ 500 with its sophisticated four-valve single-cylinder engine and its light, agile handling, we've got something else for you to admire.

A new Ascot 500.

It's called the VT500 Ascot and we think it represents something totally unique in the world of high performance.

A midsize sports machine powered by a V-twin.

And if you're familiar with V-twin engines already, you're in for a shock. Because nearly everything this one does, it does better.

We designed a new three-valve twin-plug cylinder head that increases horsepower while delivering all the low-end torque that V-twins are famous for.

We created an exclusive offset dual-pin crankshaft that completely eliminates primary vibration.

Which in turn let us angle the cylinders more steeply, making the engine more compact. And the more compact

# NOT TO VEE?

the engine, the narrower and nimbler the motorcycle.

And last but not least, we added a thermostatically-controlled liquid-cooling system to maintain more consistent operating temperatures.

The result is an engine as advanced as the motorcycle it powers. And if you look below, you'll see that's very advanced indeed.

With its no-maintenance shaft drive, its unique ComCast™ wheels and its six-speed transmission, it gives you everything you need to turn a good road into a great time.

Which leaves you with a difficult decision. Do you pick the new VT500 Ascot with its revolutionary V-twin or do you pick the FT500 Ascot with its equally revolutionary single?

That, as they say, is the question.

**HONDA**

**FOLLOW THE LEADER**

ALWAYS WEAR A HELMET AND EYE PROTECTION. Specifications and availability subject to change without notice. ©1982 American Honda Motor Co., Inc. For a free brochure, see your Honda dealer. Or write: American Honda, Dept. 331, Box 9000, Van Nuys, CA 91409. Rear view mirrors are standard equipment.

# Continuing our reputation.

# New Falcon II

*At a price you can afford.*

- Hand laminated fiberglass shell
- Polyurethane foam liner
- Beautiful new Falcon graphics
- Multi-coat polyurethane finish
- Comfort? Just try it on!

In a celebration of value, Arthur Fulmer introduces the new Falcon II line of helmets at a price you can afford. For a limited time only, you may purchase, at participating dealers, the Falcon II Full Face and the Falcon II Open Face helmets at these very special prices:

| | Retail Price | Special Introductory Price |
|---|---|---|
| Full Face | $124.95 | $99.95 |
| Open Face | $ 89.95 | $72.95 |

You can't afford to ride without a helmet. Purchase the new Falcon II by Arthur Fulmer—building a reputation for quality since 1919.

## FREE T-SHIRT!

Buy the new Falcon II or any of the other premium quality helmets that make up the Arthur Fulmer line and receive this beautiful "Fly with the Falcon", $8.95 value T-shirt free of charge as a token of our appreciation. Offer expires May 31, 1983.

MEMBER SAFETY HELMET COUNCIL OF AMERICA SHCA

*ARTHUR FULMER*

*Excellence is our only standard*

P.O. Box 177, Memphis, TN 38101

# Motomart

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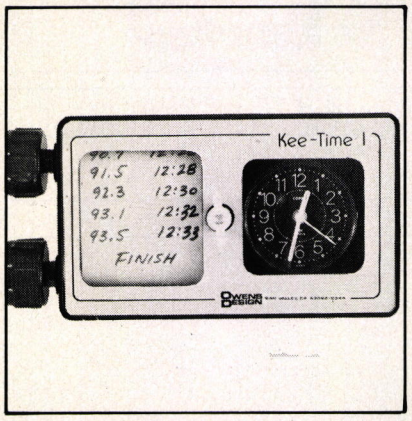
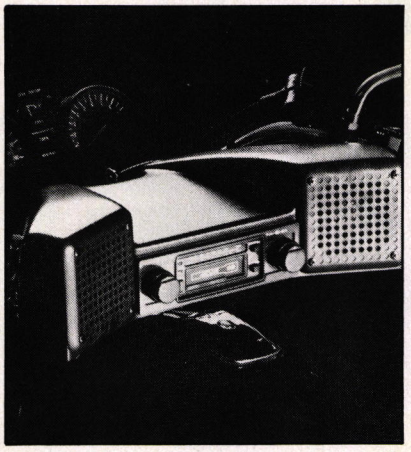
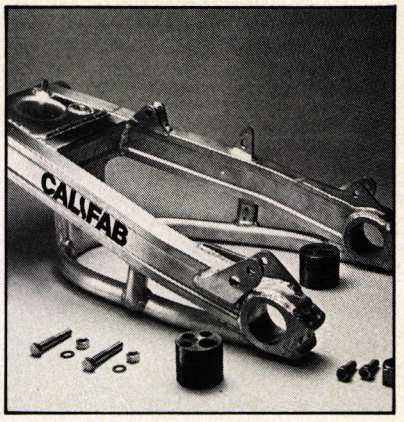



**Good Timing:** For the serious enduro rider who wants an exact fix on his time and location, Owens Design is offering the Kee-Time I clock/route sheet holder. Featuring a battery-powered quartz clock and large, no-slip knobs for the route sheet holder, the Kee-Time I comes in blue, yellow, lime or red. As an additional bonus, the unit is completely rebuildable, with each part available individually. Suggested retail price is $54.95, and more information is available from Owens Design, Dept. CG, P.O. Box 344, Simi Valley, California 93062-0344; (805) 522-0651.

**Road Sounds:** Pacifico's Sound-Pak provides an alternative for riders who want to listen to their favorite tunes but don't want to lug around an Aspencade or a Walkman. The Sound-Pak mounts to tube-type handlebars, is position-adjustable and can be unlocked and removed quickly. Included are a pair of weather-resistant speakers; all you add is the music source. Suggested retail price is $94.95. For more information, write to Pacifico Inc., Dept. CG, 1625 S.E. Hogan Road, Gresham, Oregon 97030






**Strong-Arm Tactics:** Get tough with your flexi-flyer swingarm; replace it with Cal-Fab's Repla-Arm. The Cal-Fab piece is constructed of heat-treated 6061 T6 aluminum. Eccentric-cam axle adjusters and axle are included, and the Repla-Arm also can be ordered to fit the stock axle. The Repla-Arm is available on special order only, for Kawasaki's KZ1000R and J, Honda's CB750F/900F/1100F and Suzuki's GS750E/1000E/1100E. Suggested retail price is $475. To order, contact Cal-Fab Inc., Dept. CG, 5443 E. La Palma Ave., Anaheim, California 92807.

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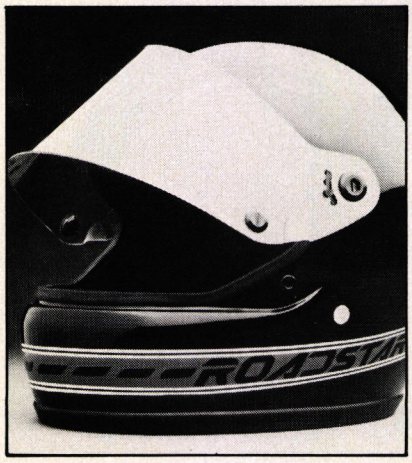
**Snell Bell:** The Tourstar "S" helmet has been redesigned for Snell-80 certification. As with all Bell motorcycle helmets, the S's shell is hand-laid fiberglass, and other features include a black terry cloth lining, a clear flip-up shield which employs Bell's patented closure system and availability in hat sizes from 6¾-to-7¾ in ¼ increments. Suggested retail price of the Tourstar "S" is $139.95, and it comes in white, black, metallic maroon or charcoal gray. To find out more, contact your motorcycle dealer or write to Bell Helmets Inc., Dept. CG, 15103 Shoemaker Ave., Norwalk, California 90650.



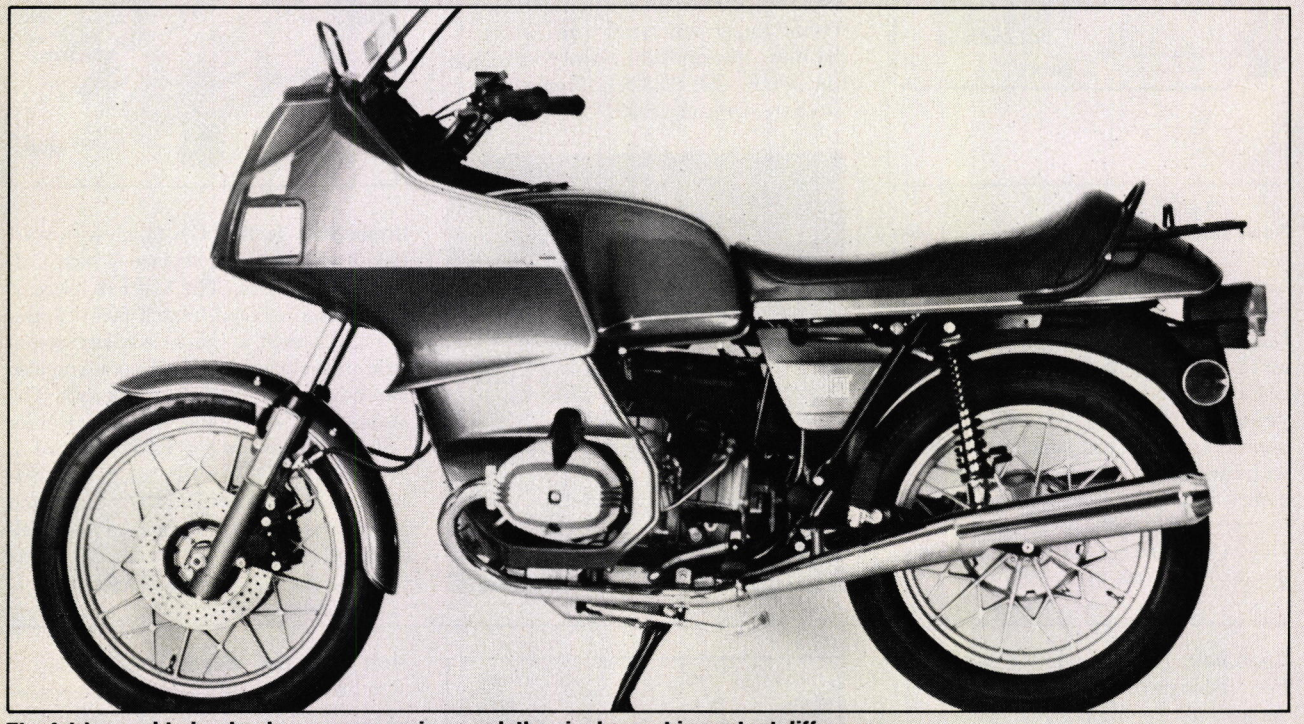
**Fox Paws:** Or is it faux pas? Well, no matter. What's important is Moto-X Fox's claim that these are the gloves Brad Lackey wore in his quest for the 1983 500cc world championship. The Fox Pawtectors have lightly padded palms, full foam padding on the back of the hand and come in red/white/blue, black/yellow, blue/yellow, red/yellow/black, and blue/white color combinations. Sizes for both children and adults are available, and suggested retail price for the gloves is $19.95. For more information, contact Moto-X Fox, Dept. CG, 520 McGlincy Lane, Campbell, California 95008.

**Roll Out The Barrels:** According to Krause Racing Inc., savvy motocrossers always keep a spare cylinder barrel handy. And to make that possible, Krause Racing has stockpiled a complete inventory of cylinders flow-ported to Krause's specs. RM, YZ, KX and CR cylinders of all popular displacements are available, as are stock, unported cylinders. Prices vary according to model, displacement and degree of port work. For more information, contact Krause Racing Inc., Dept. CG, 305 E. North Ave., Northlake, Illinois 60164; (312) 344-2233.

# GUIDE LINES

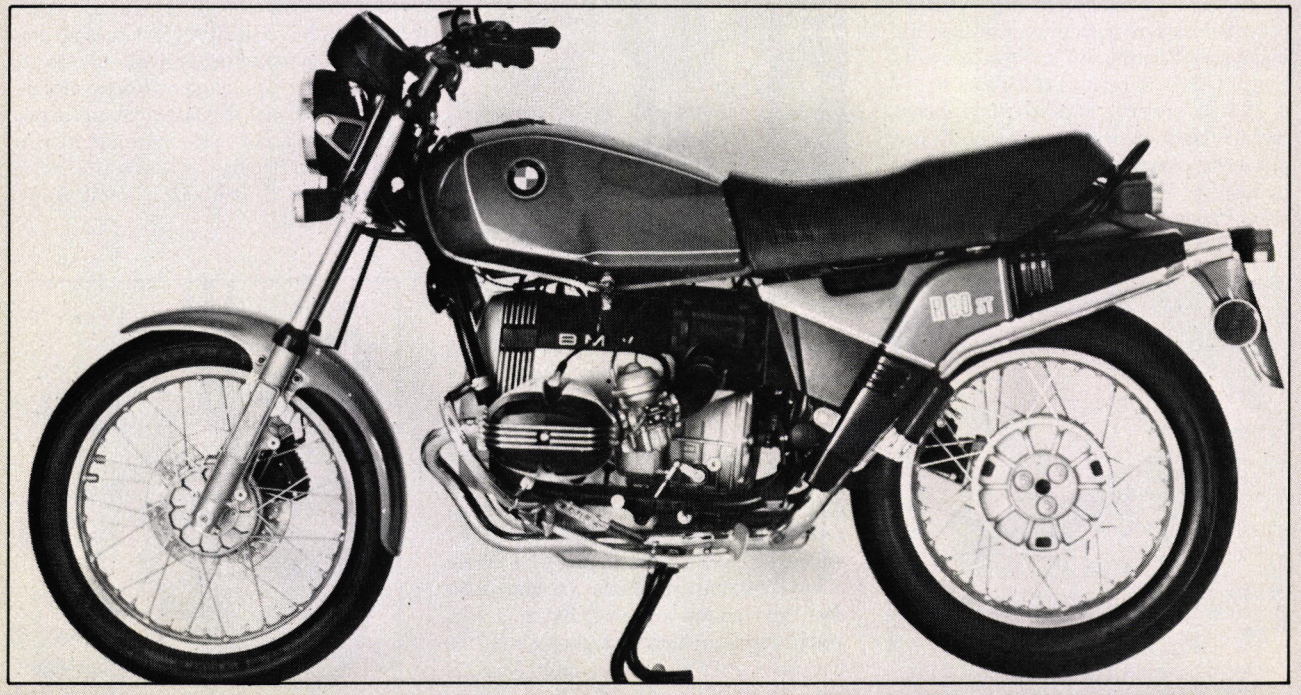
*Cycle Guide's Monthly Chronicle of Scoops, Tips, Rumors and Hard Facts*

BY JOE KRESS



**The fairing and twin-shock rear suspension mask the single most important difference**

*The engine. It's from the R80, making this RT a slightly downscale, BMW-traditional tourer.*




**Monolever rear suspension, disc/drum braking and big-twin powerplant make BMW's R80ST a veritable featherweight**

*Road-going lightweight—with a 798cc punch.*

# COMING SOON

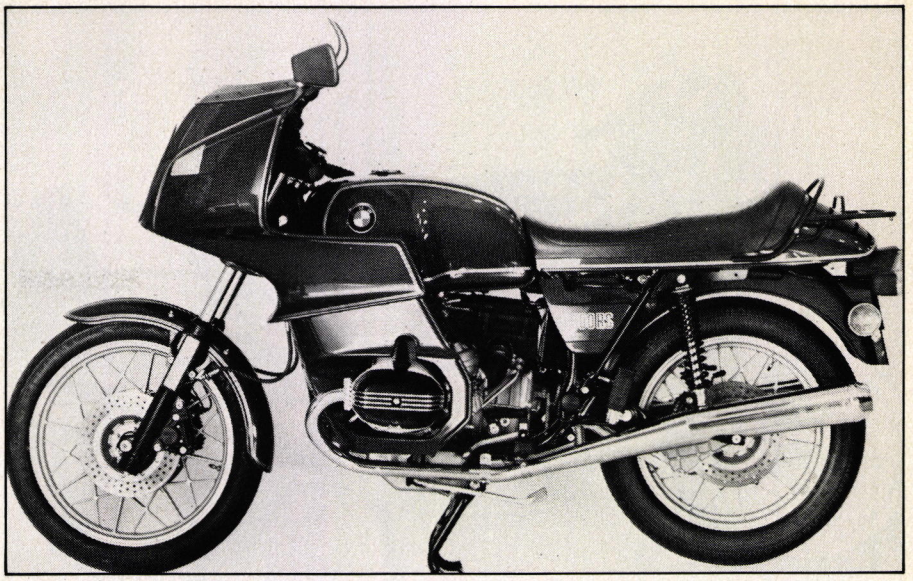
• Not all the new-bike thunder is coming from the Orient this year; news of the K589 inline-four BMW is proof of that. Admittedly, that bike still is a prototype, but in its for-sale-now lineup, BMW has nine machines available, headlined by two new R80s: the RT and the ST. Both of these bikes are powered by the original R80 G/S's 798cc boxer-twin, but that engine is one of the few parts the two share. The rear suspension, the brakes and the RT's touring-type fairing are just some of the areas in which they differ. While the R80RT uses a twin-shock rear suspension, the ST has the Monolever single-leg swingarm with just one shock absorber. And with 68 more pounds to slow down, the heavier RT mounts twin disc brakes at the front while the sportier 404-pound ST gets by with a single ventilated-disc front brake. Both bikes use a drum-type rear brake. The addition of these new R80s doesn't, however, spell the end for the original R80 G/S; it's still in the '83 lineup. And it, like all BMWs this year, comes with a three-year, unlimited-mileage warranty.

• Slater Brothers' MB2, however, doesn't carry that three-year warranty, even though it is BMW-based. What it does have, instead, is a host of very special and very exotic parts, including an all-new frame designed by Arturo Magni, former MV Agusta race chief. Also included in the $3000 rolling chassis (no engine) are EPM magnesium wheels and the latest adjustable-damping Ceriani fork. Slater Brothers, of Kenwood, California, is the sole U.S. distributor for this Italian-bred, super-sport BMW.

• Another new Italian sportbike imported by Slater Brothers is the Laverda RGS1000 Jota. This latest Laverda retains the classic Italian-built three-cylinder powerplant, but it has specific features, such as a higher handlebar and a larger fairing, to tailor the bike more closely to the American market. And in anticipation of the mounting of even larger, aftermarket fairings by American riders, Laverda has made provisions that should ease such installations on the RGS. Additional fairing-mount lugs are already built right onto the frame, and the main wiring harness is cut extra-long so it can be extended to reach the plug-in connector in just about any aftermarket fairing.

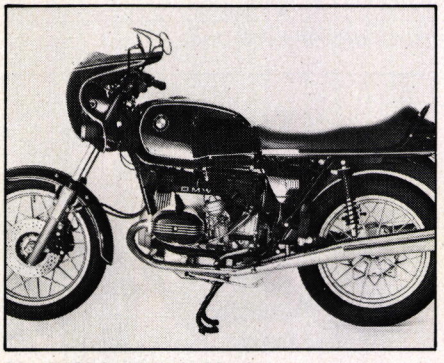
• And as further proof that not all motorcycles are made in Japan, Bimota has introduced a line of six complete and running bikes for '83, ranging in price from $10,969 to $13,439. Those prices, however, don't include the newest and, without question, fastest Bimota: the SB4. This new Bimota has, in place of the SB3's 1000cc Suzuki engine, an 1100cc TSCC engine worked over by Bimota to produce a claimed 114 horsepower. The engine is mounted in Bimota's own chromoly tube frame, with a Marzocchi fork and a deCarbon monoshock rear suspension. Other features on this cost-is-no-object motorcycle include genuine magnesium Campagnolo wheels, Brembo Gold Seal brakes and Michelin tires, with the total package weighing in at just 467 pounds.

• Other models in Bimota's line of fully assembled bikes include two versions of



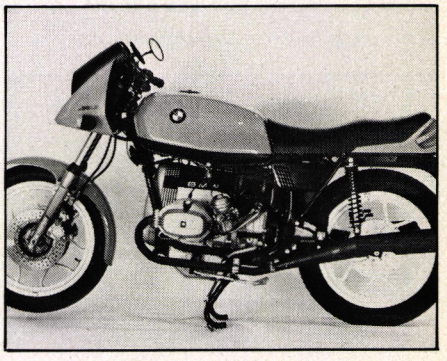
**One of the dual-purpose bikes in the '83 lineup—the RS is for Sport and Touring**

*Flat bar and rearsets say Sport—put on saddlebags and say goodbye.*



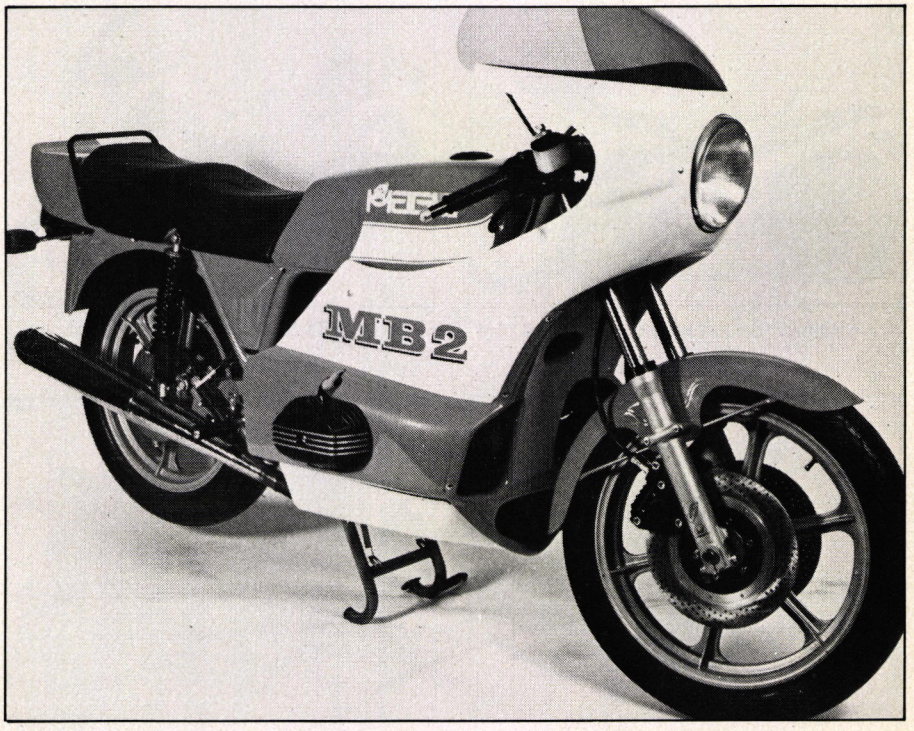
**The R100 in classic black**

*But is it an endangered species?*



**Smallest BMW for the U.S. is the LS**

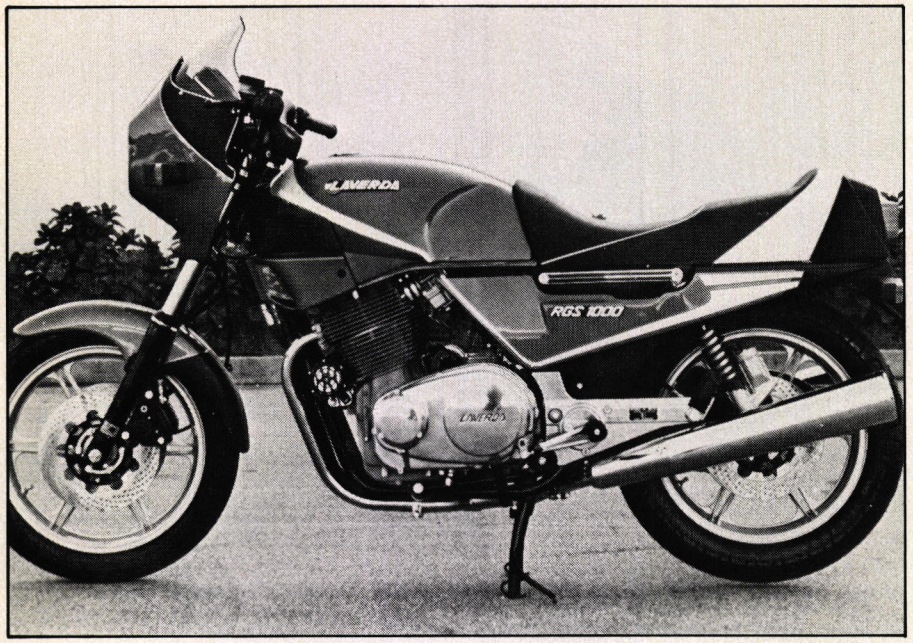
*And it's also the sportiest.*




**MB2 mixes German dependability with Italian flair, spiced with a pinch of French**

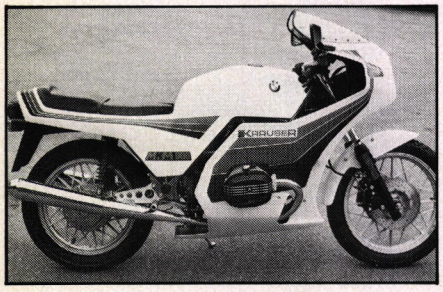
*MV Agusta's Arturo Magni builds his perfect BMW.*

*Continued*



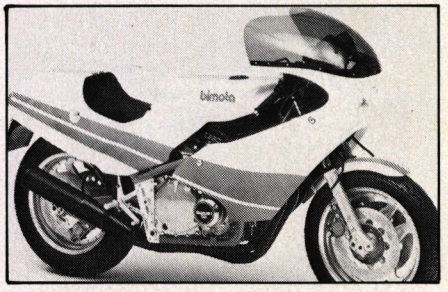

**Laverda's newest RGS1000 has the American market in its sights**

*And with built-in fairing mounts, the American aftermarket, too.*



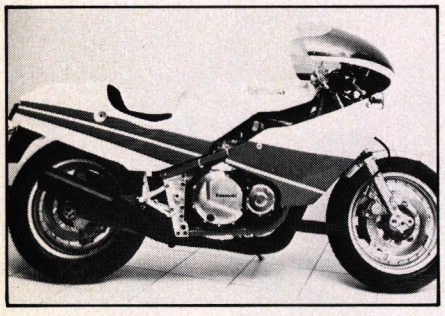

**Krauser's '83-version MKM1000**

*A pure-sport treatment on a Beemer.*



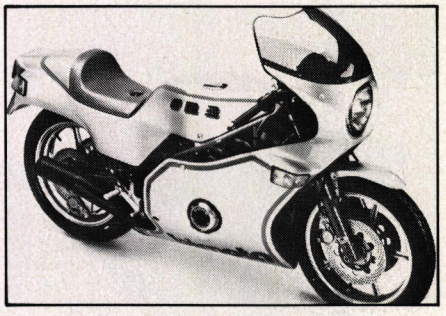

**Presenting Bimota's latest: The SB4**

*Using a Bimota-modified TSCC 1100.*



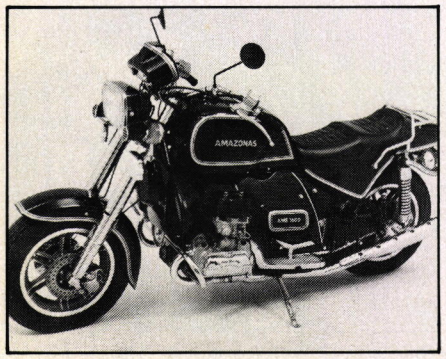
**The KB3 has 16-inch wheels front and rear**

*Both included in the $13,439 price.*



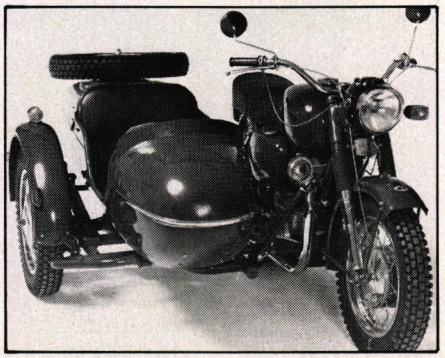
**Bimota's SB3 is a 1000cc lightweight**

*Tipping the scales at just 444 pounds.*




**A 35-liter fuel tank for the new Amazonas**

*Its 1600cc VW engine needs it.*



**Transportation from the People's Republic**

*Two can ride for the price of one.*

Kawasaki 550-powered machines, the aforementioned 1000cc Suzuki-propelled SB3, a custom-chassised Honda 900 and the KB3, a Bimota tig-welded frame with parts by Marzocchi, Brembo, Campagnolo and other exotica wrapped around a Kawasaki 1000J engine. Of course, all Bimota models are also offered as frame kits, requiring engines and other assorted parts to be complete. Prices for the kits run from a low of $7084 to a high of $9165; and all Bimotas, both runners and rolling chassis, are available through Cosmopolitan Motors, 301 Jacksonville Road, Hatboro, Pennsylvania 19040.

• Amazonas of Brazil has a new model for '83, adding the 1600cc Super Sport Luxe to its line. The bike is, of course, Volkswagen-powered, as previous Amazonas efforts have been, but the Super Sport features a new frame, a European-style bodywork enclosure and a 35-liter fuel tank.

• Wrapping things up this month is one new model from the East, but it's not–repeat, not–Japanese. The Donghai 750 instead comes from mainland China, complete with a sidecar, and is powered by a vertical-twin engine that appears very similar to a Triumph's, right down to its dry-sump lubrication. The Donghai is, to say the least, a rugged-looking machine that has both electric and kickstart systems. Don't, however, hold your breath waiting for dealerships to spring up on every streetcorner.

## HARD CASH

• More than a quarter of a million dollars in prize money will be up for grabs during this year's Daytona Cycle Week. Topping the list is the $100,000 purse for the Daytona 200, the biggest motorcycle roadracing purse in the world. And at $50,000, Honda's purse for the Daytona Supercross is the largest in the history of motocross. Not overlooked this year are the support-race main events, with purses of their own up to $20,000. 1983 is the Silver Anniversary of Daytona International Speedway, and, according to DIS vice-president Jim France, the record purses are the organization's way of recognizing the important part motorcycling has played in the track's success over the years. This year's Cycle Week runs from March 7th through 13th, kicking off with the new 750cc Superbikes and the Battle of the Twins, and winding up with the Daytona 200 Classic.

• Race purses won't be the only money contested for at this year's Daytona, either. Harley-Davidson has posted cash prizes of $500, $250 and $100 for first, second and third places in each of three classes for antique Harley-Davidson show bikes. The exhibition of pre-1926, 1926 through 1950, and 1951 through 1970 Harleys is part of the company's "Harley-Davidson: An 80th Anniversary" celebration.

• Another celebration, of sorts, has taken place in England. Hesketh Motorcycles has announced plans to relaunch its 1000cc vee-twin, with Hesketh Finance as the company in charge. After its June 1982 liquidation, Hesketh Motorcycles still has a debt of nearly $8 million,

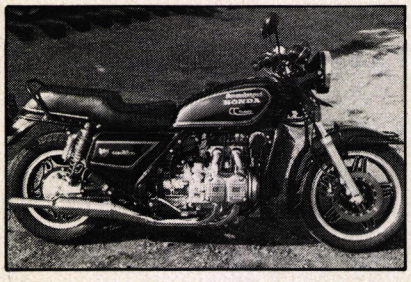
## RIDE/REPORT:

# CC Products' Supercharged Gold Wing

*Forcing air into the GL's wings and then letting it fly.*

• When most people hear the word "superbike," they don't automatically think of a Gold Wing. A Gold Wing is saddlebags and fairings, not high performance. But then, most people haven't seen CC Products' "Mighty Wing," either.

Chris Hodgson is the man mostly responsible for this supercharged Honda superbike. His company (CC Products, 14431 Winchester Boulevard, Los Gatos, California



95030; [408] 866-6795) already made a line of suspension components for Gold Wings, so this time Hodgson decided to focus his attention on engine performance.

Turbocharging might have been the answer for some, but Hodgson wanted to look at alternatives. He was unwilling to accept the serpentine plumbing a turbo system requires—or the throttle lag one delivers—so he turned to *super*charging. The results are enough to blow your breath away.

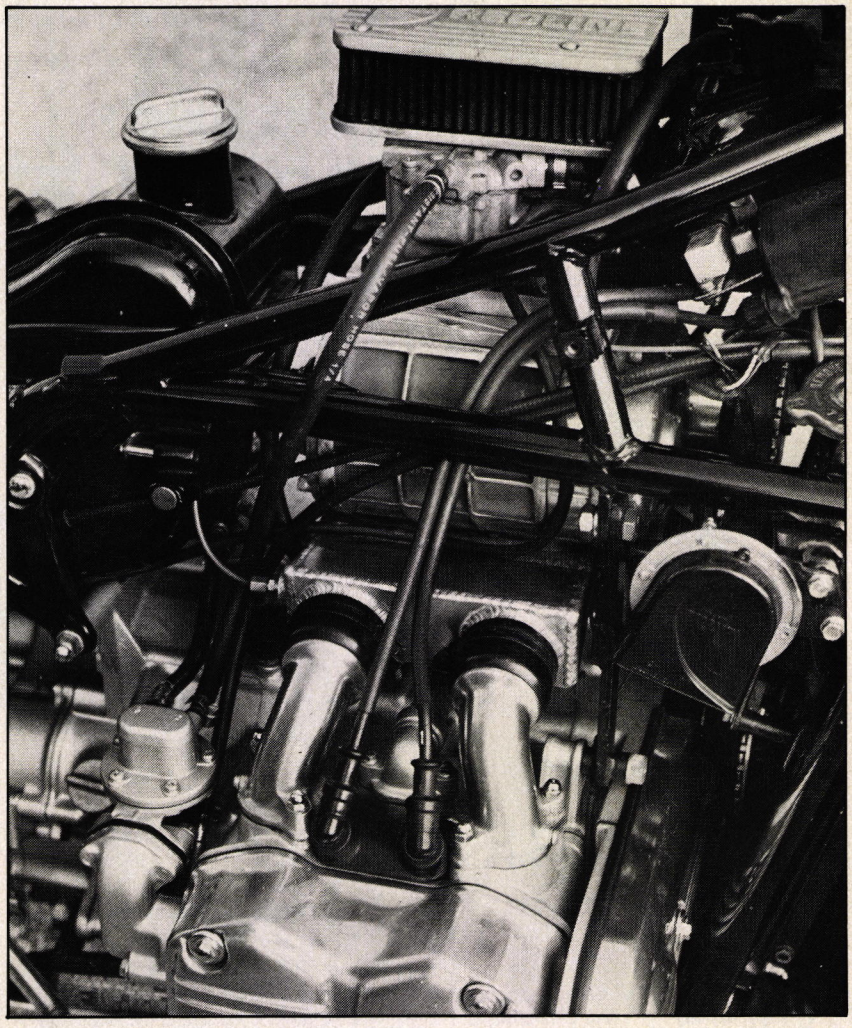
The blower chosen to transform the Gold Wing into a Mighty Wing was a Magnuson MC60, a Roots-type, positive-displacement supercharger. It's the same type of blower used by Top Fuel dragracers, but with a 60-cubic-inch displacement, it's designed specifically for Gold Wing-sized engines. A handcrafted aluminum intake manifold slips right into the stock GL carburetor sleeves and positions the blower up inside the bike's mock fuel tank. On top of the MC60, Hodgson mounted a Holley/Weber DVG two-barrel carburetor with mechanical secondary linkage. An extra pulley was added to the crank to drive the blower belt.

Except for trimming part of the cam-belt cover, relocating two engine-mount lugs and slightly narrowing a frame crossmember, the supercharger kit is a bolt-on. And since Hodgson intended to add this kit to his catalog, that was important. Just as important was reliability, and by underdriving the blower (turning it at a slower rpm than the engine) and limiting boost to eight pounds, Hodgson claims a standard Gold Wing needs no further modifications; the kit requires no internal engine work at all.

But parts lists, construction quality and plain shock value aside, the real reward is in the riding, and it's there that you begin to understand that this definitely is not your average GL. It does, however, start up and idle like one; the only hint that something more is going on comes from the whine of the straight-cut gears in the blower. That, and grabbing a big handful of Weber. Gone forever are any lack-of-power concerns, because what you have here is a touring bike able to turn 11.7-second, 118-mph quarter-miles without even breathing hard. But that's just the beginning. In roll-on contests, GS1100s, GPzs, CBXs and all other hyperbikes quickly become nothing more than tiny spots in the Mighty Wing's mirrors. And if you must have a practical consideration for all of this, the supercharged Gold Wing will deliver fuel mileage comparable to a stock GL—*if* you resist the temptation and stay out of the carb's secondary throat.

The blower kit includes everything needed to convert a stock GL into a bona fide superbike, and Hodgson claims the whole job takes no longer than eight hours to finish. At $2250, the CC Products conversion might seem a bit pricey, but not when you figure you'll be ending up with two bikes rolled into one. The anvil-dependable Gold Wing hasn't been sacrificed; it now just happens to be as fast as—maybe faster than—anything on the road. And all the pieces fit like they grew there, making the conversion hard to think of as simply an add-on. And remember: Cost *can't* be a factor when you're out to change people's minds—and make them think "Gold Wing" when you say "superbike."

*–Jerry Smith*



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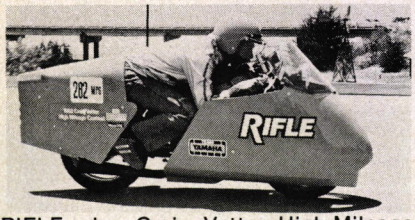
# PRIZE-WINNING AERODYNAMICS




RIFLE wins Craig Vetter High-Mileage Contest—beating factory Honda and Don Vesco/Suzuki teams with 282 MPG at an average speed of 50 MPH!

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which Hesketh Finance assumed in exchange for all rights to the bike and its designs. Plans call for the manufacture of at least one machine per week, each of which will cost approximately $10,000 and come with a three-month-only warranty. In addition, Hesketh Finance stated that it cannot honor the 12-month warranties of the original Hesketh motorcycle.

• The production of one unit per week might be cause for jubilation in Easton Neston, but the recently announced figures for Japanese motorcycle production put that number in a strange perspective. Through the first six months of 1982, worldwide production from the Japanese big four totaled 3,756,160 units, up five percent from 1981. That number breaks down to 1.5 million from Honda, 1.3 million from Yamaha, and 785,000 from Suzuki. Kawasaki, at 163,295, was the only company to post a lower number than its 1981 total for the same period.

## FEDERAL CASES

• Most of the country either has never heard of the California Air Resources Board (CARB) or, if it has, hasn't paid it much attention. That's likely to change. Because CARB has ruled that, starting with 1984 models, California motorcycles displacing more than 280cc must meet a new hydrocarbon emission level more than twice as stringent as the current state requirement and *five* times tougher than that of the national standard. Exempting small manufacturers (those selling less than 5000 bikes per year in the state) for three years, CARB's new standard is one gram of hydrocarbon per kilometer; and manufacturers say the only feasible way for them to meet that standard is with the use of catalytic converters on the affected motorcycles. One manufacturer estimated that compliance would result in an additional cost of approximately $650 on each of its motorcycles sold in California. CARB countered by recommending the company spread the surcharge for catalytic-converter-equipped machines over its entire product line—meaning that, in effect, buyers throughout the country would be paying for California legislation.

For Californians, however, added cost is only part of the problem. At this point, CARB is insensitive to the reliability factor for converters (normal motorcycle vibration easily can ruin them) or the fact that a converter, which often operates at 1800 degrees Fahrenheit, could pose severe safety problems for a rider, both from burns and during refueling.

• And on the other side of the country, New York's Department of Motor Vehicles isn't making things particularly easy for motorcyclists, either. A new registration guideline in that state requires photos of all four sides of the bike, along with a written statement from a dealer

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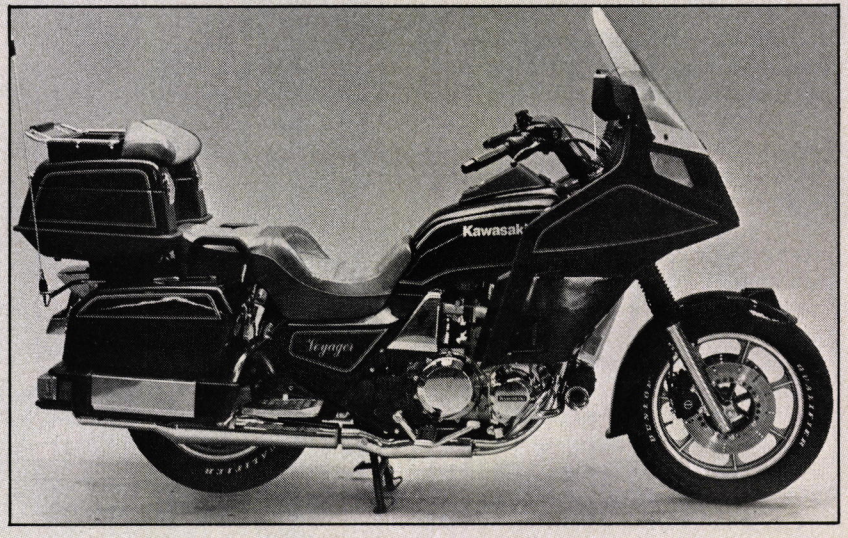
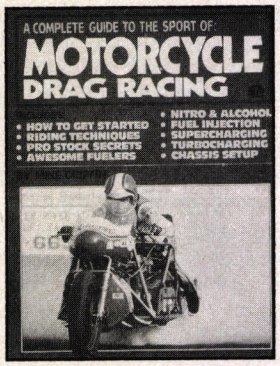
## Kawasaki's Version of Turn-Key Touring




• Kawasaki has joined the ranks of the turn-keys, introducing its ZN1300 Voyager. The bike, after more than two years on the drawing boards, has every touring accessory imaginable—and some that aren't—as standard equipment, which in part explains the prototype's 850-pound weight. Company spokesmen say that heft will be trimmed on production versions, without sacrificing features.

And features are what the Voyager is about. The touring world has discovered electronics, and with its LCDs, Digital Fuel Injection, trip computer, AM-FM/cassette, CB, intercom and remote-controlled headlight to name just a few, this biggest Kawasaki is fully armed. To keep all that equipment powered it also has twin alternators, with a 500-watt total output. A late March release to dealers is scheduled.

# Book Review




**MOTORCYCLE DRAG RACING**

**By Mike Griffin**
**128 pages, $10.95**
**S-A Design Books**
**515 West Lambert**
**Brea, CA 92621**

• Motorcycle dragracers are the original rush-junkies. Bringing a dragbike off the line quickly, pointed straight, and through the quarter-mile in short order—it's heady stuff. These guys live on huge doses of adrenaline injected by horsepower.

In *"Motorcycle Drag Racing,"* Mike Griffin traces the development of two-wheeled straight-line sprinting over the past 30 years. He charts the Fifties, when the sport's pioneers played last fiddle to the car guys, through the more sophisticated Sixties with the advent of nitromethane and Japanese engines, and into the Seventies, the age of monster multiple engines, Pro Stock and plunging elapsed times.

It was largely the inception of Pro Stock in 1974, Griffin points out, that boosted motodrags into the big leagues and attracted more contestants. Brand-identification stimulated spectator turnout, as did the drama of the Big Showdowns, like the running war between Terry Vance and Bob Carpenter.

*"Motorcycle Drag Racing"* also covers the highlights of diggerbike history, followed by a fairly comprehensive survey of the various methods used in the eternal hunt for more horsepower. The tech section includes chapters on nitrous oxide, alcohol, nitro, turbos and superchargers. The book closes with a section each on chassis tuning and riding technique. To his credit, Griffin presents the material in terms understandable to the average sparkplug mechanic.

Quarter-mile veterans will find little here they didn't already know. But for the neophyte sprinter—or the stoplight-racer out to improve his survival odds—this book makes a good primer. As a dragracer himself, Griffin shows good understanding and control of his material, and presents it well.

*—T.J. Rafferty*

*Sabre, Magna and * Interceptor*

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*Viking Ind.* will send any of the above truck size tarpaulins to any reader of this publication who reads and responds to this program before midnight, March 27. Each tarpaulin is constructed of high density fabric (with virgin grade ingredients, supplied by Gulf Oil Co., Dow Chemical Co., and Union Oil Co.) with nylon reinforced rope hems, double lock stitched hems, electronically welded seams, 100% water proof, #4 (½" dia.) metal grommets set on 3 ft. centers with reinforced triangular corner patches and are recommended for all heavy duty use and all bulk or pallet riding materials, and will be accompanied with a LIFETIME Guarantee that it must perform 100% or it will be replaced free. Add $7 handling and crating for each tarp ordered, *Viking Ind.* pays all shipping. Should you wish to return your tarpaulins you may do so for a full refund. Any letter postmarked later than March 27 will be returned. LIMIT: Fifty (50) tarps per address, no exceptions. Send appropriate sum together with your name and address to: Tarp Dept. #119YT, *Viking Ind.*, 6314 Santa Monica Blvd., Los Angeles, CA 90038, or for fastest service from any part of the country call collect before midnight 7 days a week.

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(certifying that the machine has approved tires, lights, horn, brakes and other equipment) that must be submitted with registration forms.

• Between California's new emission requirements and New York's registration codes, it might seem that legislators believe motorcycling is inherently unsafe and should be made as inaccessible as possible. They couldn't be more wrong, and if they're really interested in consumer safety, they should consider regulating steps, stairs and ramps. According to information from the Consumer Product Safety Commission (CPSC), during 1981 a total of 774,072 injuries were caused by these everyday structures. And during that same time period, bicycles accounted for 527,799 hospital-treated injuries. And motorcycling? According to the Motorcycle Safety Foundation (MSF), only 175,022 accidents were reported for that year.

• Sometimes, though, legislators do show that they are working for us. Congress, in the final hours of its lame-duck session, passed and sent on to the President a bill requiring states to open car-pool lanes to motorcycles, excepting cases where a safety hazard can be shown. The requirement is part of the massive gas-tax-funded highway reconstruction package and reads, in part, "... no funds shall be appropriated for the construction or resurfacing of Federal-aid highways which have lanes designated carpool unless the use of such lanes includes use by motorcycles." The bill was sponsored by Senator Steve Symms (R-Idaho) and will most directly affect riders in California, Florida, Hawaii, Massachusetts, Oregon, Virginia and Washington—all states that currently have limited-access highways with car-pool lanes not always open to motorcycles.

## RUMORS

• The most repeated rumor of the last decade has surfaced again, but this time it comes from the right place, so there's reason to listen up. What we've been hearing about, of course, is a streetable XR Harley. It's not, from what we understand, a 750; instead, the bike supposedly is a 1000cc version, based on the XLX-61. But we've been told that this project (initiated by the *racing* division) is more than simply a styling exercise worked on a Sportster. The XR1000 is said to have twin Dell'Orto carbs on the right, dual upswept exhausts on the left, smooth-flowing XR750-style heads and, of course, the look and feel of the flattracker.

The story doesn't end there, though. Our Harley insider went on to say that three "off-road use only" options might be offered for the new bike. The first would be bigger-bore Dell'Ortos; the second, a pure-performance exhaust; and the third, a combination of the bigger carbs and exhaust mounted on a set of Jerry Branch-modified heads. The XR1000, from what we hear, was a highly rushed project. It was developed by the racing division in under two months, submitted to Harley executives and approved for the go-ahead, and if all goes well, scheduled for debut to Harley dealers as you read this. The rush couldn't have anything to do with Superbike racing this year, could it?

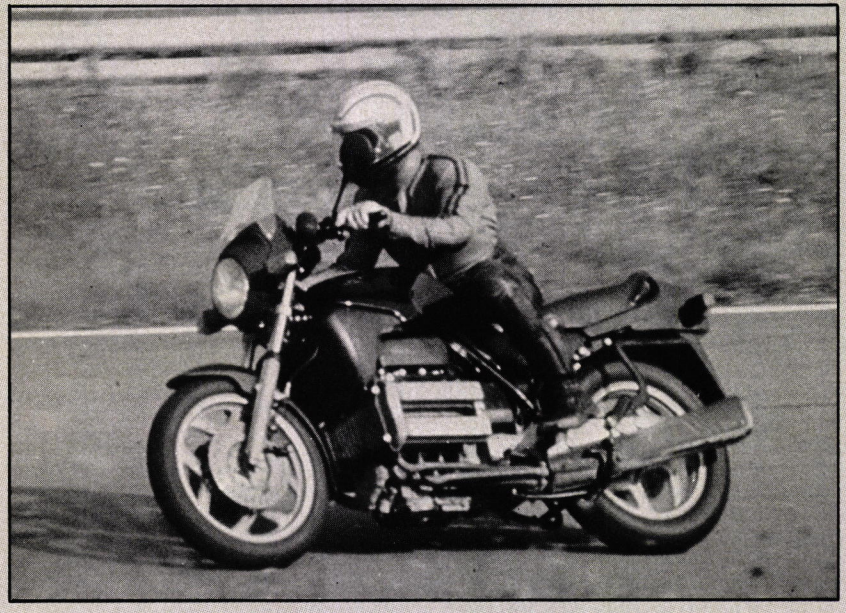
• On the other side of the Atlantic, another long-rumored project appears to be near completion. Our contacts in England tell us the Norton Rotary, first started in '79, has successfully completed testing by the West Midlands police and the company is readying the first phase of production for its Wankel-engined motorcycle. We're told the twin-rotor Wankel, dubbed the Norton Interpol II, initially will be for police-use only, with bikes possibly offered to the public by mid-1984. However, our English source goes on to say that after the embarrassing up-down-up-again experience of Hesketh, the people at Norton are keeping a low profile with the introduction of the $7000 rotary.

• And while we're talking about old rumors coming back for an encore, that vee-three, two-stroke Honda streetbike has been popping up in conversation lately. Our touts in Japan claim the bike is more than just idle talk this time; they say it's planned for production. But when we'll get to see this two-cylinders-forward-and-horizontal/one-up-and-vertical smoker-bike our man won't say. Would you?

• Something he would commit himself to, however, is word that Honda is planning a new dimension for cycling: off-road scooters. Based on its newly introduced Stream three-wheeler, this Honda off-roader—called the Gyro X, he says—is planned for rough utility use and for riding on snow. He's adamant, however, that this is a *scooter* project, not an ATC.

• Finally, here's word of a project to gladden the hearts of lovers of diminutive street-screamers. Another Japanese source, this one with no love for scooters, tells of a prototype 14,000-rpm Suzuki four-stroke. This new streetbike, he says, is a 250cc inline-four, with 16 of the smallest, lightest valves imaginable. Care to make bets on whether or not we'll ever get to hear its song?

## BMW's $6 Million Inline Four



• The oft-rumored four-cylinder 1000cc BMW has finally made it to the testing stage. If everything goes well, the K589, as it is coded, reportedly will be introduced in late '83. And after spending more than $6 million to develop it, not counting new production facilities, BMW obviously is pinning a lot of hope on its first-ever four.

As is evident in this photograph, taken at a test track in Mugello, Italy, the liquid-cooled K589 has all its cylinders inline, horizontal and on the left. To keep the width of the new bike down, the crankshaft was offset to the right. And, despite the cylinder layout, the K589's wheelbase was held to approximately 59.5 inches. There's talk of an automotive-style anti-lock braking system as a possible option for the new bike, for any of its three versions: sport roadster, RS and RT tourers. It's difficult to pinpoint a price, but rumors of the projected cost hint that it won't be much more than that of a current R100RS.

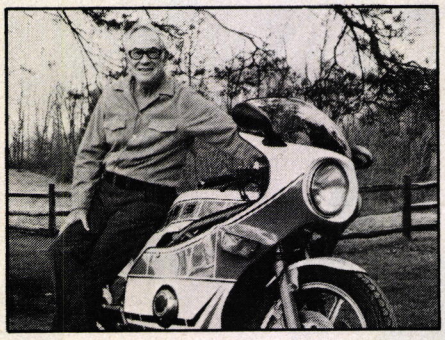
## AFTER THE FACT

• Unless you know how one motorcycle can weigh more than another in pounds, but less in kilograms, you might want to make a correction in the specification charts (page 44) that accompanied the 250cc motocross comparison in our February 1983 issue. The RM250's correct weight still is 219 pounds as listed, but that converts to 99.3 kilograms, not 95.2. And while you're at it, turn to the Comparative Test Data on page 40 of the same test and swap the listings for the steering head angle on the RM250 and CR250. The RM has the 29.7-degree angle, and the Honda's is 26.8 degrees.

## APART FROM THE CROWD

• You can take the motorcycle out of the boy, but you can't take the *motorcyclist* out of him. Anyone familiar with the TV series "CHiPs" will know that Larry Wilcox no longer is on that show, since his character, Jon was written off into that big squadroom in the sky or something. But that little twist of fate certainly isn't going to keep Wilcox off motorcycles—he owns seven of them. In fact, Wilcox's interest in the sport is so great he's just started a motorcycle-related business, Larry Wilcox Enterprises, Inc., with plans to offer a full line of riding apparel, sovering everything from street leathers to ATV and even BMX clothes. There's no word as to whether or not the company will offer CHP-style boots, though.

• And here's a little something for the man who has everything. As you're no doubt aware (you just read it in Coming Soon), Bimotas are now readily available in this country. So who do you suppose took delivery of the very first machine



Cosmopolitan Motors brought into the country? Malcolm Forbes, of course. The well-known publisher and financial critic felt a 1000cc Suzuki-engined SB3 would be just the thing to add to his already huge collection of motorcycles. Must be nice.

• Now this is something more of us can relate to. Instead of a choice selection of meticulously maintained bikes to pick from, the great majority of riders have one, and only one, machine in their garage. And for good or ill, that one bike is going to have to do, warts and all. But sometimes those warts can push a man right over the edge—which is what happened to a rider in England. It seems that his sole means of transport, a Triumph Bonneville, had been having gearbox problems for some time, and no amount of fiddling, fixing or tinkering would cure it. The guy was nearing the end of his rope. And then he reached it; the detested transmission blew to pieces, completely jamming up. This was the final straw; months of unending frustration came to a head and, with the Triumph broken down right alongside the River Tyne, this Englishman took his belongings off the bike and pushed it into the river, breathing a sigh of relief to be rid of the curse of the cogs. Almost. Someone spotted the illegal dumping and called the police, with the end result a $75 fine for littering, adding insult to a terminal case of transmission injury. ●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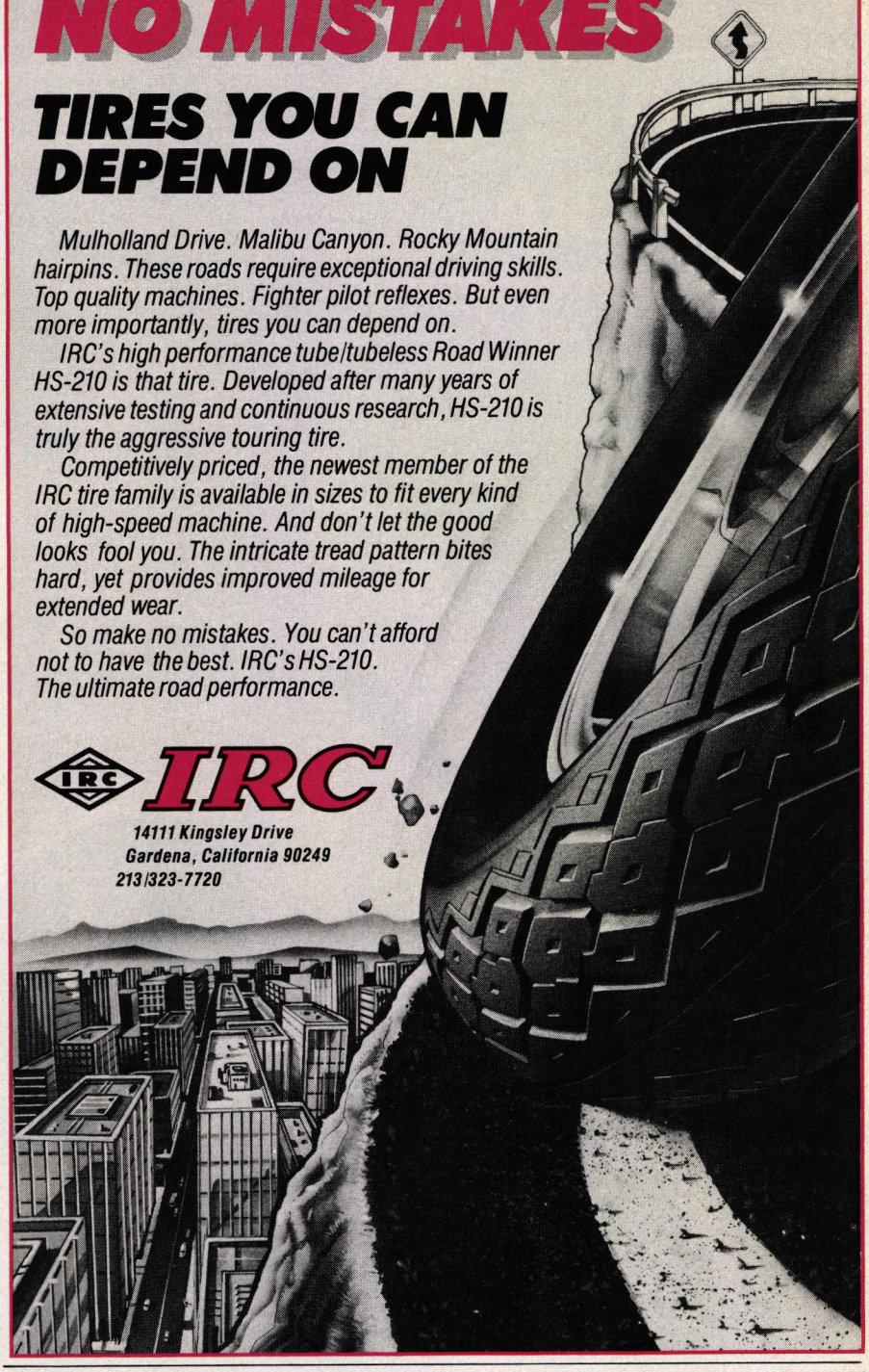

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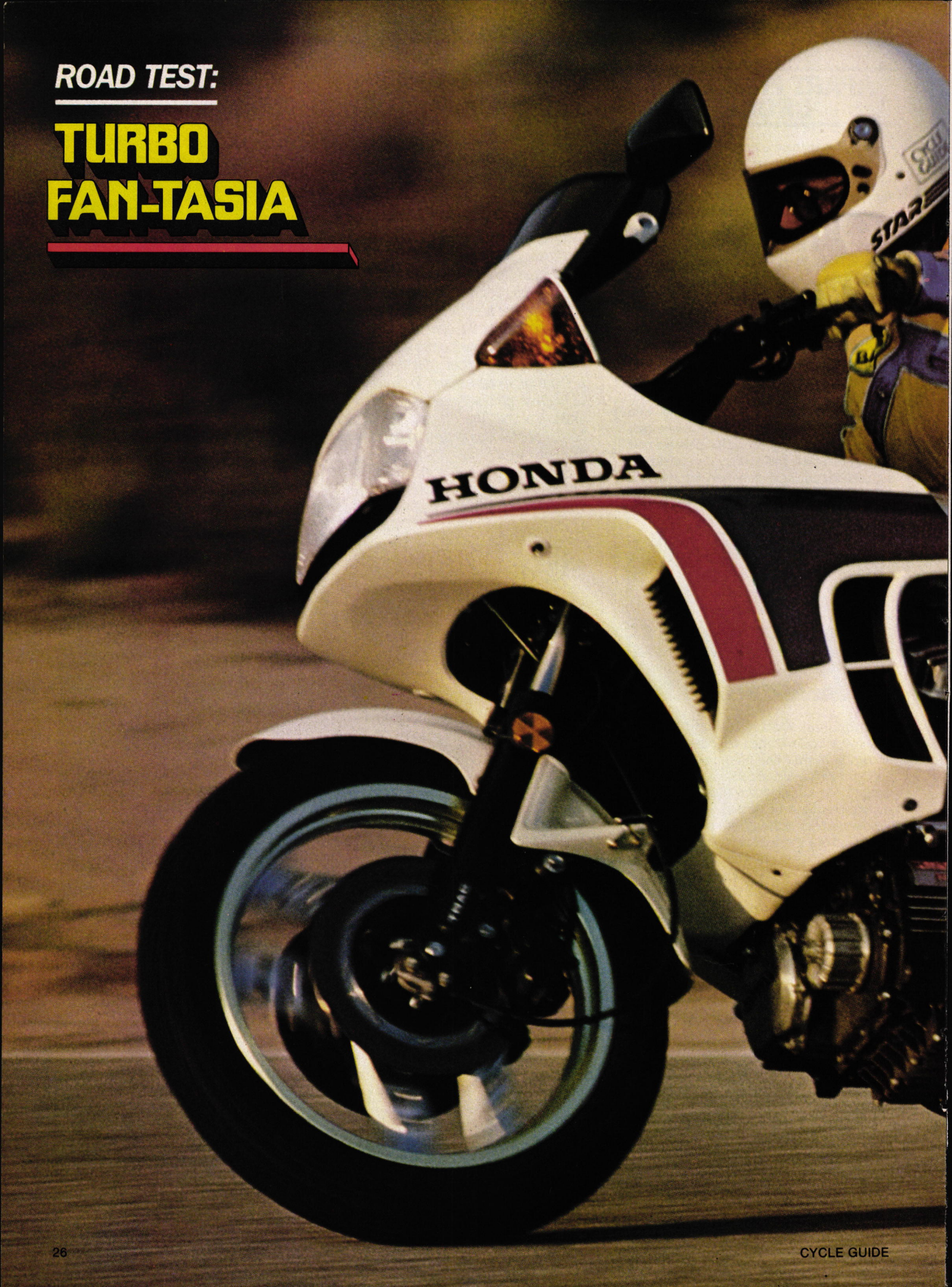

# Honda CX650 Turbo

*Honda finds the magic.*

BY CHARLES EVERITT

Honda's CX500 Turbo was the original, the first for-real, available-to-the-public, production turbobike. And with it came the promise of a brighter future for motorcycling, a promise of exciting—yet socially conscious—motorcycles, carrying with them the realization of an era of lowered expectations, but only as that applied to engine displacement and overall weight, not to high performance.

That's what turbo motorcycles—and the CX500T—were supposed to be all about, really; big-inch horsepower in a package of middleweight proportions. But the Honda Turbo was more like 10 pounds of engine performance in a five-pound bag.

Perhaps because it *was* the first production example of the genre, the CX500

PHOTOGRAPHY © 1983 CHRIS EASTMAN

*Continued*

Turbo suffered the most from turbo-related ills. Sure, it was blindingly fast when on the boost, but at 549 pounds, it weighed the same as, or more than, the very liter-size bikes it was supposed to *under*-weigh. And its detuned-CX500 level of off-boost performance coupled with its sudden on-boost power delivery to make ridability difficult. Paradoxically, it was that same turbo-induced power that made the CX500T so attractive.

So, for 1983, Honda brought its technological weight to bear on the problem. And part of the solution was to bring the engine displacement up to 650cc level, with an attendant increase in lower-rpm, off-boost power so that riding the Turbo would no longer mean having to second-guess your entrances into the flow of traffic.

Most of that newfound performance is the result, obviously, of the 650's bigger bore and longer stroke. But some of the added power comes from other displacement-related changes, too, such as bigger intake and exhaust valves, more intake valve lift and a compression ratio of 7.8:1 compared with the '82's 7.2:1 ratio. All of which translates into improved ridability any time the CX-T isn't receiving artificial respiration.

Some of those changes contribute to the CX-T's greater peak horsepower, too—a claimed 97 this year, which is a 26 percent increase over the '82's 77 horsepower. Part of the power increase is due to a larger compressor wheel in the turbocharger, which Honda spokesmen claim allows the turbo to produce boost pressure sooner than the '82 model. That extra power is not, however, due to increased boost pressure, since the 650's maximum boost is one pound lower (16.4 psi) than the CX500T's.

You'll never notice the loss of one psi from the saddle of the 650. Power, after all, is supposed to be a turbobike's calling card, and it's something the Turbo has in abundance. And the delivery of that power is part of the CX-T's entertainment value, too, especially in the lower gears. Just roll on the throttle and, after about a second's delay, the boost kicks in at 4000-4500 rpm and you're rewarded with a cannon-shot-like rush of acceleration that results in first-gear wheelies as the tach needle leaps past the 9000-rpm redline. There's barely time to shift to second for a repeat performance. The power comes on so suddenly that you'd best be pointed in the desired direction, because *that* is where you'll be heading with great alacrity. Acceleration in the upper gears is only slightly less abrupt, but it permits the rider to experience the sensual way the Turbo reacts to boost-induced power delivery. There's a continual stream of power pulses flowing through the handlebar at any speed, but when the turbo starts pressure-cooking in, say, third gear, the pulses get stronger and come faster. The whole motorcycle seems to shudder, the mirrors mounted on the fairing at the base of the windscreen fairly start to flap, and the handlebar tugs at your arms as the bike lunges ahead. And all of that is accompanied by the turbocharger's rising whistling whine and the thumping cadence of sound pouring from the exhaust pipes.

What's most impressive is the power's controllability. Even though the boost comes in rather abruptly and the acceleration can only be described as fierce, a Turbo pilot doesn't feel like he's being led around by the nose; there's no chassis-twitching or tire-sliding to cope with. The result is an almost elegant, dignified rush forward, and the control of that rush lies entirely in the rider's right wrist.

That kind of acceleration, though, demands braking ability of equal character, and, indeed, the CX-T stops in an elegant, if forceful, manner, as well. Aided by Honda's TRAC (Torque Reactive Anti-dive Control) units located at the bottom of each fork slider, the dual-disc, two-piston-per-caliper front brakes, in concert with the dual-piston-caliper rear disc, haul the Turbo down from speed with aplomb. The four-position-adjustable TRAC units allow the rider to dial-in the amount of front-end dive he desires, and with them set on position No. 4 (where they remained for most of the CX650T's stay at CYCLE GUIDE), the Turbo simply refuses to dive, even during full-on brake applications; dips, or curtsies, if you will, but never dives, yet the fork still responds smoothly to road irregularities. Likewise, the 100/90V18 Bridgestone Mag Mopus front tire never squirms or does anything untoward during panic stops. Repeated hard applications of the moderately high-effort front brakes

**Sumptuous cockpit awaits the Turbo's pilot**

*Like its predecessor, it sets new standards for comfort, fit and finish.*

will, however, result in fade, with the lever coming right back to the grip.

Somewhat less than elegant best describes the Turbo's shifting action, however. Casual shifting never brings the problem to light, but hurrying shifts does. That's especially so at the dragstrip, where the Turbo's gearbox alternately refused either to engage the next gear or stay in the selected gear. Shift-lever throw is moderate, and the best technique for reliable upshifts is to get your foot completely off the lever before making the next shift. Just the same, though, a metallic clunk accompanies each shift, up or down.

Dealing with the 650's gearbox might seem an exercise in complexity, but it was the CX500 Turbo that brought new meaning to that word—complexity—with its myriad subsystems of electronic fuel injection, electronic ignition, still-air boxes and other paraphernalia. So Honda attempted to simplify things with the CX650T, although simplify might be overstating the case. What went away for 1983 includes a pair of sensors, the fairing-mounted resonance chamber and the cold-start apparatus; the sensors' duties have been taken over by other sensors in the system, and the ignition control unit is now incorporated into the main computer located in the tail section. For cold starting, a handlebar-mounted choke lever has been added, but it only operates a fast-idle cam that opens the throttle butterflies slightly. The computer then gathers information on throttle position, coolant temperature (rather than air temperature, as with the '82 model) and whether or not the starter motor is cranking, to determine the correct cold-start fuel mixture. The result is instantaneous starting, and the term warm-up applies only to the Turbo's vital fluids rather than to engine response. Another result of the loss of those pieces is reduced weight for the CX650T, which is 11 pounds lighter than the 500. And that makes for better handling at all speeds.

*Poise, speed and comfort, rare qualities all, make the Honda Turbo a sport-tourer's delight.*

Actually, the 650's improvement in handling over the 500 is due to more than just an 11-pound weight loss; several items make their contributions, and it's the subtle interplay between them that produces real-world benefits. For one, the longitudinal crankshaft doesn't add its gyroscopic effect to that of the wheels and, as such, makes for easier directional changes. The CX-T's extra off-boost power makes its presence felt, too, in cornering. A rider makes use of the throttle, and thus power, to pick a motorcycle up out of its lean angle after

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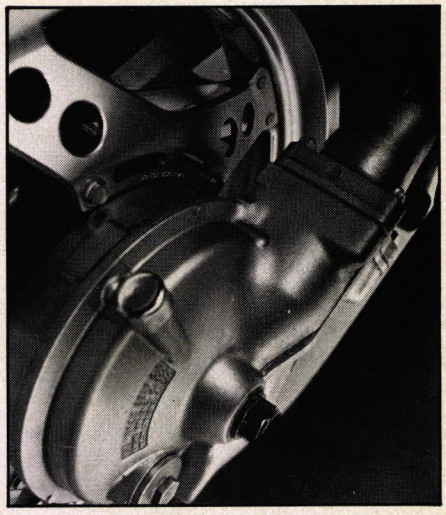


**Final drive has shorter gearing for '83**

*And four-bolt-mounting to swingarm.*

**Glovebox takes resonance chamber's place**

*For more storage and less weight.*

apexing a corner, to then continue on down the following straightaway. But the CX500 Turbo's low-end power paucity meant that when the rider rolled on the throttle to exit a corner, there wasn't enough punch to produce the desired effect, which led to more throttle, then boost, which then gave *too* much power, making for awkward, erratic cornering. Circumventing that problem took a special technique: keeping the throttle on through the corner and adjusting speed through use of the rear brake. That way, the turbo was producing boost once the corner's apex was reached.

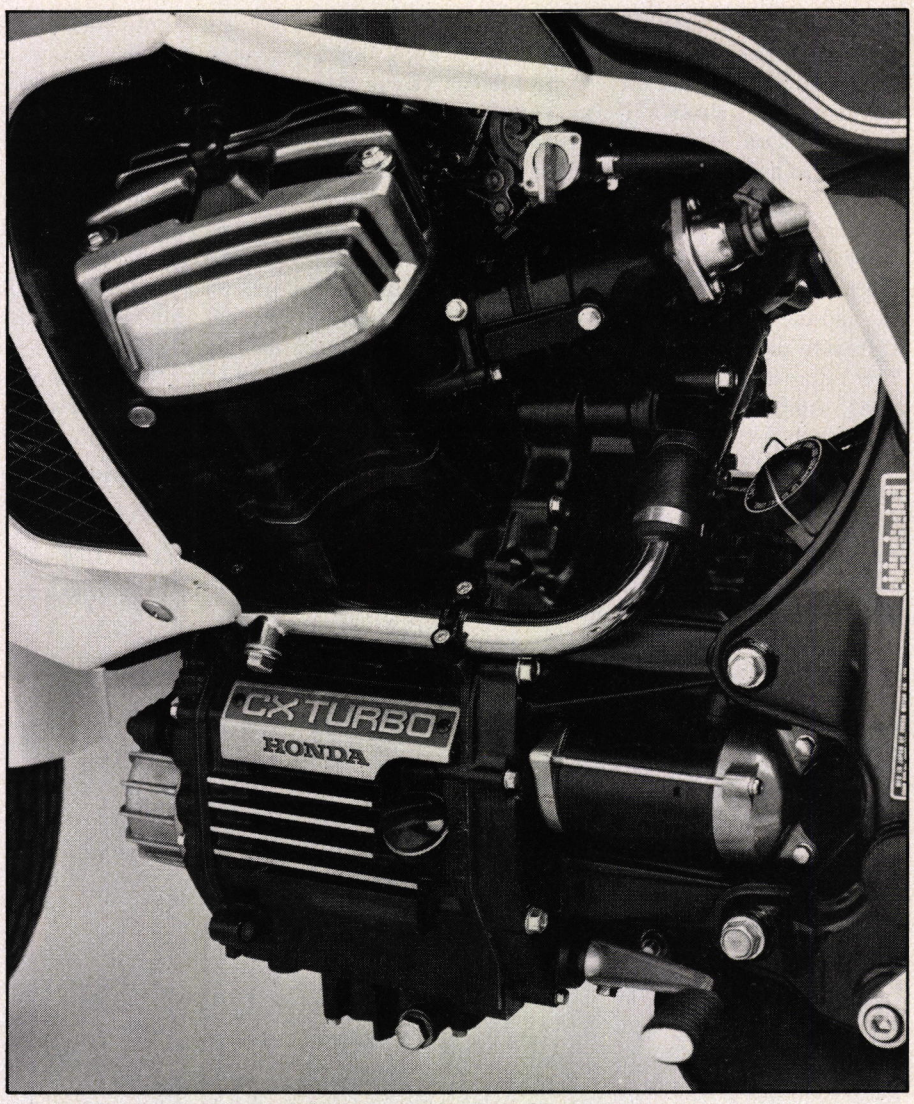
That's all history with the CX650T, which doesn't require such brake-and-boost games. Instead, the 650's superior off-boost power pulls the bike through corners without the awkwardness of last year's Turbo. Oh, you can load the engine against the brake if you wish, but the beauty of the 650 is that you don't *have* to.

The new three-way rebound-damping adjustment on the rear shock helps the CX-T through the twisty bits, too, by allowing the rider to dial-up more damping by pushing or pulling on the lever located behind the engine, just to the right of the coolant catch-tank. There's added rebound damping in the front fork, as well—40 percent more than on the '82 Turbo—along with fractionally stiffer initial and secondary fork-spring rates.

Thanks to all of that, the CX650T handles quite nicely, thank you, especially in medium-to-high-speed corners. There, with 6 psi of air in the fork (0-6 psi is the suggested range), 60 psi in the rear shock (28-84 psi range) and No. 3 rebound-damping position, the Turbo displays real cornering competence and serves admirably as a sporting tool, should its rider so desire.

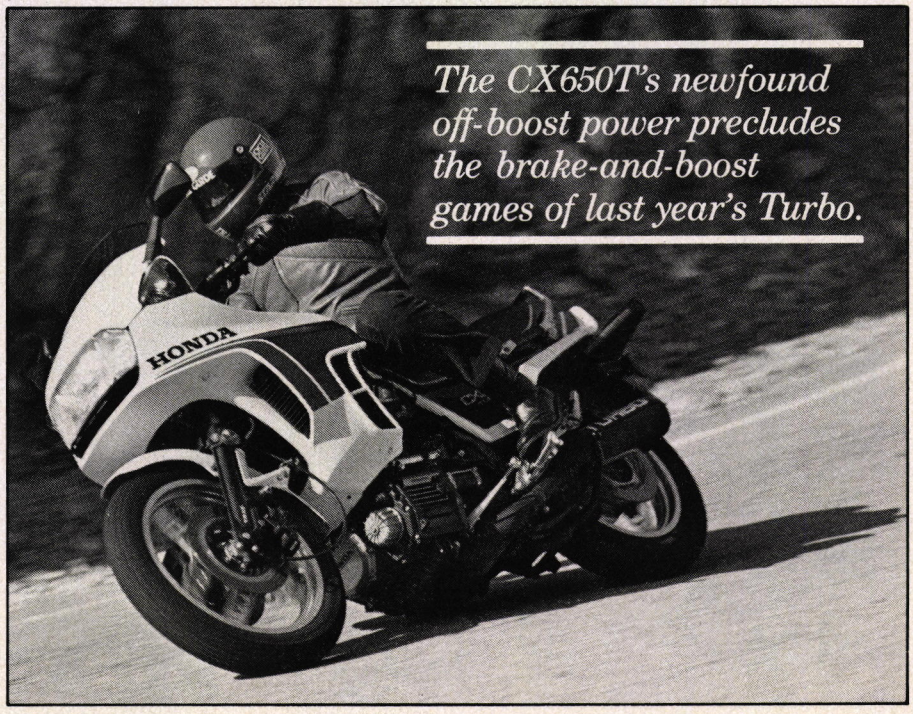
Still, the Turbo isn't a nonpareil backroad burner. The still-high center of gravity and not-inconsiderable mass inhibit rapid transistions when the corners become ultra-tight. That high *cg* also makes for slightly wider exit lines through corners, and at parking-lot speeds imparts a touch of roll-steer. And through 100-mph-plus corners, the Turbo has a slight—though not troublesome—wallow at the handlebar.

Away from the corners, though, and back out on the highway, and with the suspension adjustments backed down a bit, the CX-T's ride is almost stately. You can dial the Turbo to approximately 4 psi in the fork, 45 psi in the rear shock with No. 2 rebound damping and get near-Aspencade-quality ride comfort, without sacrificing much cornering ability. The Turbo's fork can be bottomed at such pressure levels by riding full-tilt into dips and sharp bumps, but that's the only time it happens.




**Honda left no part untouched in the quest for more horsepower**

*For a 36 percent increase in displacement and 26 percent more power.*




*The CX650T's newfound off-boost power precludes the brake-and-boost games of last year's Turbo.*

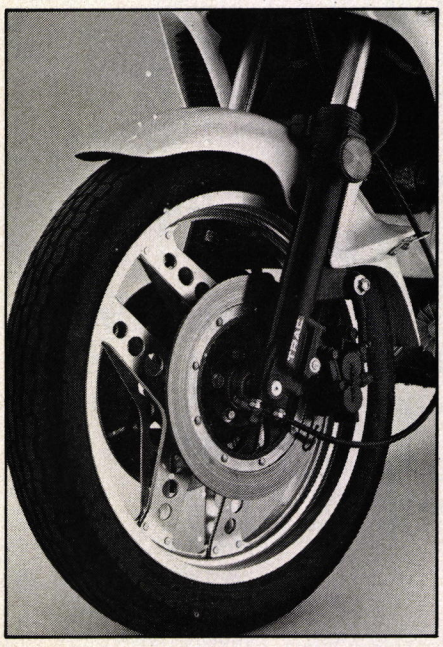
# Charting The Changes

**Engine:** Bore and stroke increased from 78mm by 52mm to 82.5mm by 63mm, upping displacement to 674cc from last year's 496.9cc. Compression ratio bumped up to 7.8:1 from 7.2:1. Intake valve size increased 1mm to 32mm; exhaust valve size up 4mm to 28mm. Intake valve lift raised 0.5mm to 7.1mm and intake port diameter enlarged from 32mm to 36mm. Oiling hole added to rocker arms. Longer stroke necessitated a 9.5mm increase in distance from crankshaft center to head-gasket surface; correspondingly, cylinder head itself is 9.5mm shorter. Oil pan was three separate pieces, now is one unit. Connecting-rod length up from 119mm to 124mm. Connecting-rod end-caps and bearing inserts narrowed from 24.9mm and 22.2mm to 22.9mm and 21mm, respectively. Pushrods lengthened 9.2mm to 153.3mm. Bore size of throttle bodies increased 3mm to 35mm. Fifth-gear ratio changed from 0.866:1 to 0.839:1; fifth gear widened from 18.3mm to 20.8mm. Primary-drive ratio altered from 2.056:1 to 1.725:1; final-drive ratio changed to 3.4:1 from 3.091:1. Final-drive housing now attaches to swingarm with four bolts instead of three. Turbocharger's compressor-wheel center diameter enlarged 4mm to 33mm and outer diameter enlarged 3mm to 51mm. Turbine-wheel remains the same size as in '82. Maximum boost-pressure reduced 1 pound to 16.4 psi. Ignition control unit now part of main EFI computer. Manual choke lever, which simply operates a fast-idle cam, replaces automatic cold-starting system of '82 model. Also missing for '83 is the fairing-mounted resonance chamber, as well as one ignition sensor and the inlet air-pressure sensor for the injection system. Injection system computer now sent more-accurate rpm information through use of nine sensor-triggering nubbins on engine flywheel, as opposed to just one on last year's CX Turbo. Starter motor now has a permanent magnet in place of '82's field-coil magnet. Airbox volume increased for '83.

**Suspension:** Both stages of dual-rate fork springs stiffened fractionally for '83. Rebound damping up 40 percent, compression damping unchanged. Rear shock now has three-position-adjustable rebound damping; position No. 1 delivers same rate as '82 non-adjustable shock, No. 2 is 14 percent stiffer and No. 3 is 28 percent stiffer. Rear spring and compression-damping rates unchanged.

**Tires/Brakes:** Front tire changed from 3.50 x 18 to 100/90 V18; rear tire same size as before. Both tires are now V-rated, whereas '82's were H-rated. Diameter of pistons in front-brake calipers increased 2mm to 32.23mm.

**Details:** Handlebar wider and higher for '83, and handlebar pad reshaped. Clutch-cable adjuster at lever is larger. Length of rider's portion of saddle increased 20mm. Windscreen lowered 11mm for better visibility and to reduce helmet-buffeting. Fairing material changed from fiberglass-reinforced plastic to ABS plastic for less weight. Fairing graphics changed for '83. Front fender's reinforcing rib replaced by integral fork brace on '83 model.



**The Turbo stops with ease and grace**

*Courtesy of wider tire and twin TRAC.*

The Turbo's saddle and riding position have much to do with the level of comfort, too. For '83, the CX-T's riding position was recalibrated for taller riders; that and the cushy saddle provide a plush perch and do much to make the Turbo an excellent sport-touring mount. The fairing does its part, too, by providing weather protection for the rider's torso, and the 11mm-lower windscreen puts his helmet in smoother airflow for less buffeting. Riders 6-foot and taller, though, still bang their knees on the fairing's trailing edges during hard braking.

Not that other motorcycles aren't as comfortable as the CX650T, or even more so. It's just that turbobikes don't always lend themselves to comparisons with normal motorcycles; turbos develop their own criteria against which they may be judged. And that's where the CX-T's magic lies, in the pleasing chemistry of elements—comfort, power, speed and controllability—that makes it work so well, both as a turbobike, and as a motorcycle. ●

# Ride Review

• What the CX650 Turbo needs, for me, at least, is some sort of early-warning cop-detector—the industrial-strength model, please. Otherwise, I'd quickly accumulate enough speeding tickets to cover a wall.

The problem with the CX-T is that it's impossible to resist constantly dipping into its boost. And anytime you light up the boost gauge on this bike, speed limits become a joke. As soon as you whack open the throttle, the mirrors flutter, the turbocharger starts its eerie whine and the whole bike shudders like God's own vibra-massager, then *wham!*—you're instantly transported into some warp-speed twilight zone.

That's why I don't think the CX-T and I were meant for each other. With it helping me, I'd soon have enough speeding-citation wallpaper laying around to do a whole *house.* *—Paul Dean*

• Elegance. That's what we have here, nothing less than two-wheeled elegance. Every time I get near the CX-T I feel I should check my hair and make sure my creases are straight. The bike has style, somewhat in the manner of an RS Beemer, but one heavily into steroids and weight-training.

That good-looking, smooth-talking countenance isn't diminished one bit by the riding, either. As nice as this bike is to be seen on, it's better by far from the saddle. It's almost as if you can pick a pleasure, any pleasure, and the CX-T complies. Pure acceleration goes without saying; this is one turbo that works. And a high-mileage day is just as easy; in fact, it's done with a swagger. So sign me up, I'm ready. But let me check with my tailor and hair stylist first. *—Joe Kress*

• I know that turbobikes are creatures of their own strange habits. They do things their own way, and comparisons between boostbikes and normally aspirated motorcycles are unfair, unjust and almost unimaginable.

But I just can't help myself with the CX-T. Every time I slide into its saddle, I start comparing it to other motorcycles that are quicker, faster, cheaper and handle better—and the Honda wins. The big, idiot grin that spreads across my face in direct proportion to the CX-T's accordion boost gauge is why. I can't be trusted within a shifter-throw of the Turbo Honda, since I'm not content just to ride it; I've got to *play* with the thing as well. But that's high praise from where I sit. I started riding motorcycles years ago just for the fun of it, and the CX-T is the most distilled dose of pure motorcycle entertainment I know. *—Larry Works*

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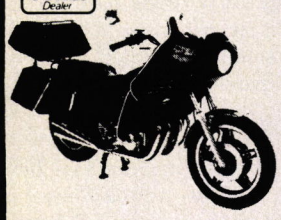

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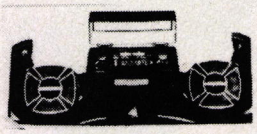

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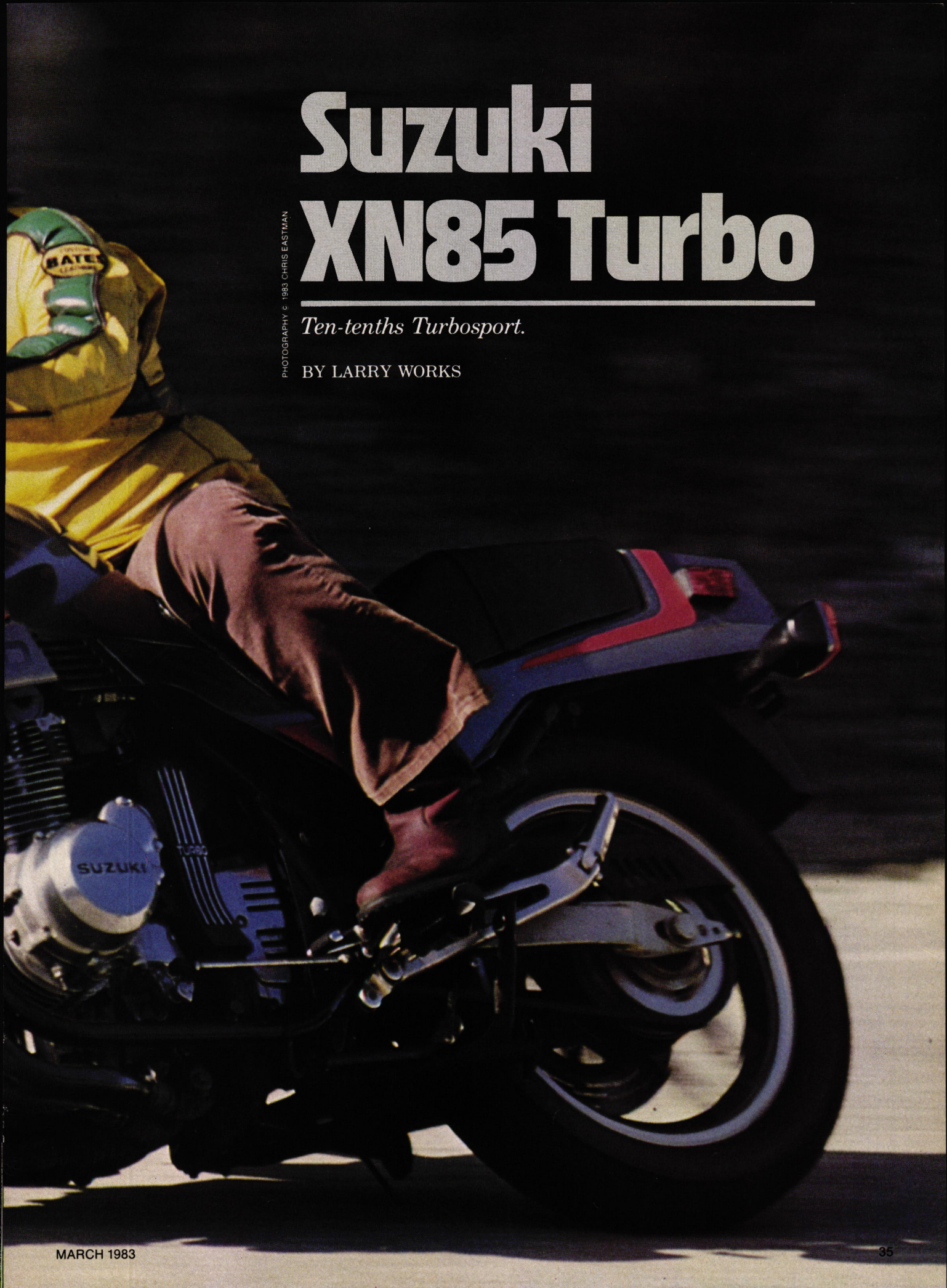
## ROAD TEST:

# TURBO FAN-TASIA

# Suzuki XN85 Turbo

*Ten-tenths Turbosport.*

BY LARRY WORKS




PHOTOGRAPHY © 1983 CHRIS EASTMAN

Turbocharged motorcycles might not come from another planet, but they sure don't breathe the same air as the rest of the motorcycle world. They are—assisted by magazines like this one—visible beyond their real-world numbers, and they neither look like, sound like nor perform like their normally aspirated counterparts.

And yet, while it's fair to suggest that the production boostbikes have a great deal in common, it would be flat-wrong to call them all of one kind. And, minus the tall fairing and shaft drive that characterize both Honda's and Yamaha's turbos, Suzuki's XN85 is the most apparently mismatched of the three.

From your first look at the XN's long, low lines and roadracy appurtenances, it's clear that this is one turbo designed for more than just corporate profiling. This, the humped tank and clip-on handlebars practically scream, is not a device to break the ice of turbocharging to the riding masses, not some goodwill ambassador of boost, but rather a single-purpose sportbike catering to a highly specialized audience.

The *second* look you give the XN merely confirms the impression. Suzuki's commitment to making the XN a world-class sportbike extended beyond merely bolting a turbocharger and new bodywork to a GS650. To satisfy the goals of the XN project, which began in 1978, Suzuki engineers employed a number of firsts—both for Suzuki itself and for the motorcycle industry as well. The result is not only Suzuki's first turbo, but the company's first fuel-injected motorcycle, its first street-use of rising-rate, single-shock Full Floater rear suspension and the debut of a 16-inch front wheel on a production sportbike strictly as a handling device.

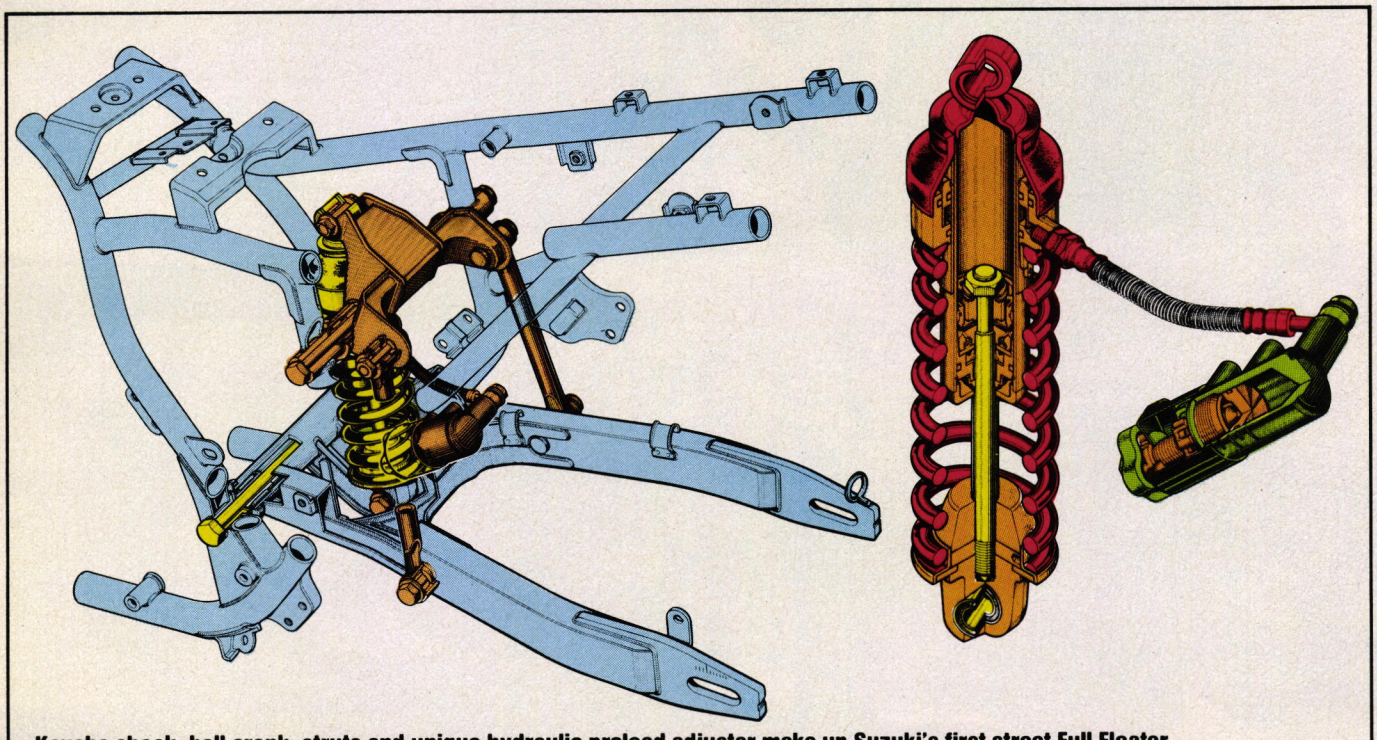
And although Suzuki *did* draw on the eight-valve GS650 as the basis for the XN, even keeping valve sizes, cam lift and timing unchanged, so much went into adapting the engine to the demands of turbocharging that the double-cammer's near-stock outward appearance is misleading. In fact, the XN engine is substantially altered from the GS650 powerplant to withstand the increased pressures of life under boost.

Realizing that the additional heat generated by turbocharging would doom a boosted GS650 to a short life, Suzuki engineers went all-out to reduce the possibility of overheating. Since the turbo itself requires high-pressure oiling for cooling and lubrication, the XN has a plain-bearing crank (which also requires high-pressure lubrication) similar to the GS650G's rather than the roller-bearing bottom-end of the chain-drive 650E. Then the XN was prepared for a turbo heat-wave with a large-capacity oil cooler, 500cc more oil capacity and a larger oil pump. Further, the XN uses a new cylinder-head casting that includes a passageway to flow cooling oil to the exhaust-valve seats. Grooves also were cut into the exhaust-tappet cavities for greater oil flow. And to keep the flatter-domed pistons (to drop compression from the GS650's 9.5:1 to the XN's 7.4:1) from melting into slag at full boost, four oil jets were added to the XN's crankcase to spray the undersides of the piston crowns. A check valve shuts off the jets at lower engine speeds to prevent overcooling. Finally, as one last measure of protection against overheating, scoops cast into the head are fed cooling air through vents in the XN's fairing.

*High-speed handling, as much as turbocharging, distinguishes the XN from a world of ordinary motorcycles.*

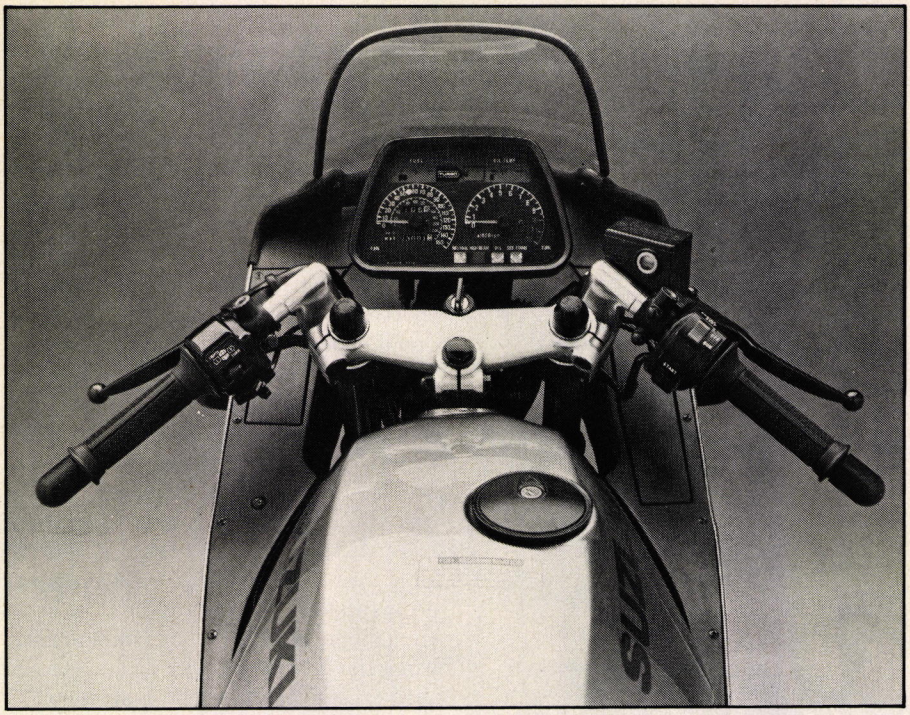
Coping with the stresses of the XN's higher horsepower output (the "85" in the bike's designation is its claimed horsepower figure) required strengthening engine internals as well as cooling them. And so, connecting rods, crankpins, cylinder liners, cylinder studs and piston wrist pins all are larger and stronger. In addition, metal head and base gaskets are used, the pistons' top two rings are chromed (top ring only on the GS650) and they ride in stronger lands.

Feeding fuel mixture to that stronger engine is a computer-controlled fuel-injection system drawn from automotive technology. In fact, two elements of the Nippondenso system—the fuel pump and air-flow



**Kayaba shock, bell crank, struts and unique hydraulic preload adjuster make up Suzuki's first street Full Floater**

*Rising-rate racethink—roadrace and motocross—applied to the backroads.*



**Clip-ons, sport fairing and racing crouch define the XN's mission profile:**

*An apex-strafing run on Racer Road.*

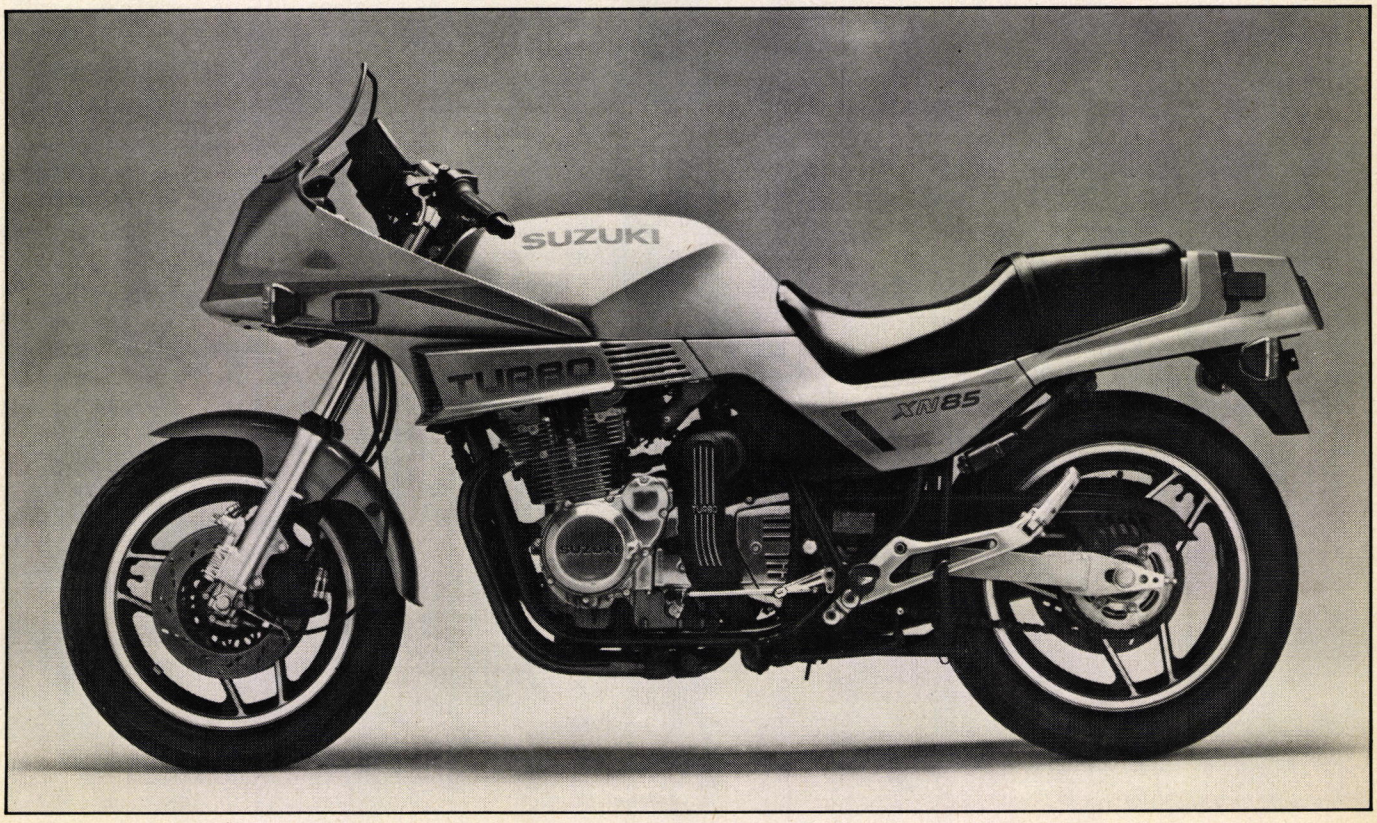
meter—are plucked straight off of Toyota assembly lines. Sensors feed information on engine speed, air flow, engine and air temperature, altitude and throttle position to a computer mounted in the XN's tail section that determines the duration the manifold-mounted injectors will stay open. All four injectors fire simultaneously, on every engine stroke at low rpm and every *other* stroke at higher rpm. Suzuki found this system to provide the best low-speed carburetion while avoiding fuel injection's equivalent of valve float at high engine speeds. The computer even automatically provides a richer fuel mixture when the starter motor is engaged, complementing the handlebar-mounted "choke" that opens the throttle fractionally. And because the system draws electrical power for the computer, injectors and fuel pump, a large alternator rotor was fitted to increase the XN's charging capacity.

Linked to the injection computer—and stacked with it behind the seat—is the computer control for the XN's solid-state electronic ignition. Like Honda's CX-T, the Suzuki varies ignition advance not only according to engine speed but boost pressure as well, preventing detonation by retarding the ignition as the boost increases. The computer also kills the ignition momentarily if the XN goes past its 10,000-rpm redline or if the wastegate fails and lets the turbo overboost. Ignition and injection systems are tied together so that when the spark is cut, so is the delivery of fuel.

After the relative complexity of the fuel-injection and ignition systems, the turbocharger itself seems almost simple. The diminutive IHI turbo (diameters for compressor and turbine wheels are 48mm and 50.4mm, respectively) mounts directly behind the cylinder bank, a placement leading to a short inlet tract—and to reduced turbo lag compared with other locations, according to Suzuki spokesmen. The non-adjustable wastegate opens when system pressure reaches about 9.8 pounds of boost, translating into about 160,000 rpm for the nine-blade turbine.

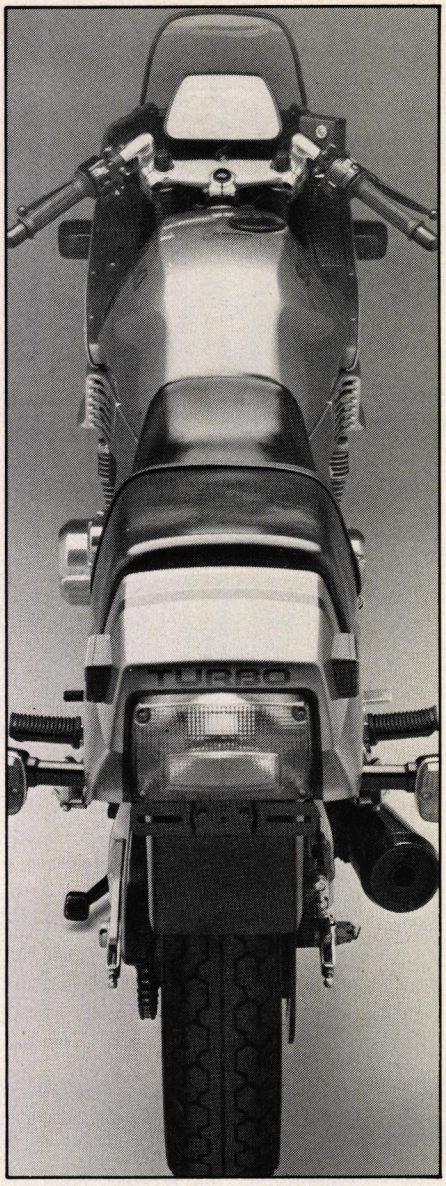
But while that small IHI unit will probably get a great deal of attention, the XN is more than just a life-support system for a turbocharger. Suzuki was crafting a ten-

*Continued*



tenths sport machine, not just a technical exercise, and so the XN's running gear was of at least equal importance. Any number of bikes can lay claim to sporting intent, but the XN was the first sportbike to cement that claim with a 16-inch front wheel lifted straight from GP roadrace practice. In theory, a smaller wheel has a number of advantages for a sportbike—it's practically a physics lesson in less being more. A smaller wheel offers reduced momentum, rotational inertia, unsprung weight and gyroscopic effect. All of which adds up to a wheel that, to some extent, reduces braking effort, improves suspension compliance, and can be accelerated/decelerated more quickly and steered more easily than a larger-diameter wheel. The theory has been proven on racetracks for the past few years, and although Suzuki was the first to use a 16-inch front rim strictly as a handling device, it won't be the last; other manufacturers have already jumped on the smaller-wheel bandwagon.

Race thinking also shows up in the XN's Full Floater rear suspension. Rising-rate suspension is accomplished through a single Kayaba shock mounted vertically under the seat, bolted to a box-section steel swingarm at the bottom and to a rocker arm at the top. Two vertical struts connect the rocker to the swingarm. The shock is adjustable for spring preload only, but it does so with a unique hydraulic adjuster mounted below the left sidecover. The adjuster is, in effect, a remote reservoir, connected by a hose to an integral slave cylinder on the shock that constitutes the shock spring's upper seat. As the knob on the reservoir is twisted (best accomplished with a 17mm wrench), hydraulic pressure raises or lowers the slave cylinder, changing spring preload. The front suspension is likewise only adjustable for preload, as is common with many European-spec bikes, via a two-position cam-type mechanical adjuster at the top of each stanchion tube.

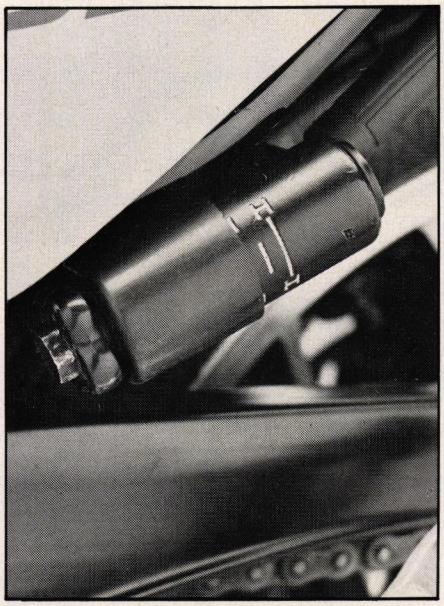



The end product of the XN's fusion of turbo, roadrace and streetbike technology is precisely what Suzuki intended: a full-on sportbike. Off-boost acceleration is, as you'd expect of a 650 carrying 70 extra pounds, less than ripping, but when revs reach 4500 rpm or so and the boost begins to kick in, everything in front of that small front wheel starts showing up in the mirrors—fast. With its relatively closely spaced gears, the XN is easy to keep on-boost. It reacts with a satisfying, controllable thrust rather than a sudden snap of acceleration as segments of the LCD boost gauge light up. Turbo lag, while present when the XN is in higher or lower gears, isn't excessive, and because of the XN's subtleness when building pressure, sometimes it's hard to tell just *when* the boost comes on. All in all, the XN manages a singularly unturbolike balance of grace and hard acceleration.

Equally singular is the XN's road attitude. While the bike is more or less content to jounce along, offering good ridability and low levels of vibration, ergonomics limit the length of time you'll want to stay in the saddle—at least, at low speeds. The seating position, while not quite as extreme as a Katana 1100's, is nonetheless a fully committed racer's crouch, and the half-fairing deflects enough oncoming wind to put a burden on wrists and shoulders until

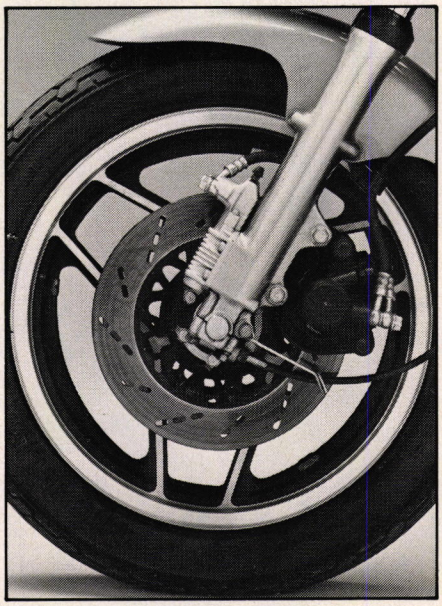
**Cam-type preload adjuster atop fork tube**

*Adjusting to a dash of Euro flavor.*



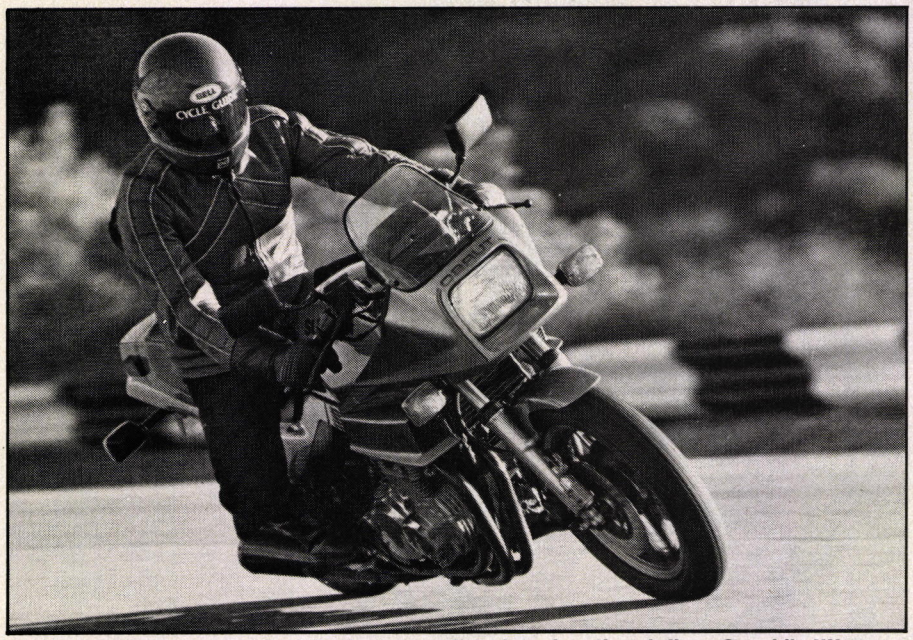
**XN's unique hydraulic shock adjuster**

*Preload only for first street Floater.*



**16-inch wheels generate complex physics**

*But the result is simple: easier turning.*



**It's the running gear, not just the hyperventilated engine, that defines Suzuki's XN**

*And the full payoff only comes when the gear is running hard.*

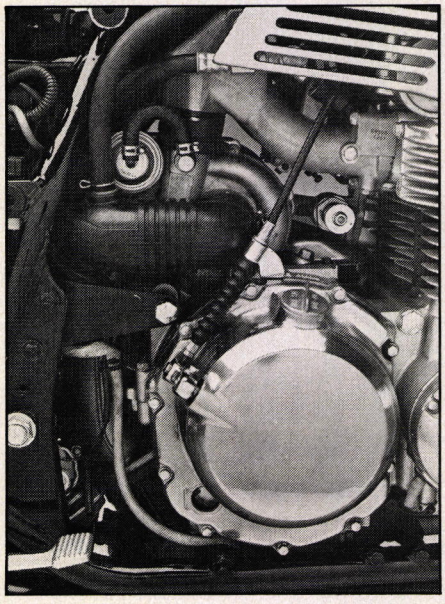
ground speed is up around 70 mph or so.

Despite the XN's veneer of willingness to handle day-to-day chores, though, the bike is really only in hard focus on a backroad dotted with fast sweepers. And the faster you ride, the clearer the picture becomes. Steering, the product of a low center of gravity, 100mm of trail and the complexities of the 16-inch front wheel, cuts a fine line between quick and too-quick. Low-speed cornering is awkward until you come to grips with the XN's tendency to fall into a turn; the best results come from getting all the braking done while vertical, then pitching the bike hard into a late-apex corner entry. Otherwise, the bike's tendency toward positive roll-steer, plus the reduced leverage of the clip-ons, makes sharp, low-speed cornering a multi-stage process as the bike drops into a turn, stands up as you correct, then drops in again.

Faster corners—esses particularly—are far more rewarding, since the XN handles quick side-to-side transitions better than any bike approaching its size and weight. Hard charging is also the only time you'll touch down undercarriage bits, as well, since the XN offers good-to-excellent ground clearance. When the sparks do start to fly, though, they'll be coming off not only the pegs and centerstand feet but the right-side head pipe and muffler, as well. And that lone exhaust pipe stands in some danger of being ground away because every element of the XN encourages high-speed hijinks. It's the closest thing to real racebike handling that you can find in a motorcycle with a license plate.

That might sound ideal from the sidelines, but for most riding, most of the time, it's not. The XN is monumentally single-purpose, constantly on the brink of reacting. Its racer-sharp steering is sensitive to body positon, minute rider inputs, even wind, and its Michelin M48 tires are sensitive to road trash and water.

In truth, then, the XN is about as far away from everyman's motorcycle—even everyman's turbobike—as you'll find. It's by far the most specialized of an already specialized breed. But if your riding style—and bankbook—match up with the XN85, if you can breathe in that rarefied performance atmosphere, you're as committed a street racer as the first-generation turbosport. ●



**Tiny IHI unit located behind cylinders**

*For a minimum of turbo lag.*

## Ride Review

• I'm sure it all seemed like a good idea at the time; that is, to build the ne plus ultra turbocharged sportbike, no compromises and no holds barred. And, true enough, the right elements are there in Suzuki's XN85: turbocharger, Full Floater rear end, real-racer 16-inch front wheel and a stretched-out riding position, all in a relatively lightweight (for a turbobike) package.

But the focus here is so tight, so narrow, that I can barely see it. The XN85 can do one thing well, and one thing only: go around smooth, triple-digit-speed corners. I can even adjust to the pitch-it-and-trust-it technique the XN85 requires, but the squishy feel of the front brake lever, the bike's sensitivity to bumps and its churlish low-speed cornering manners leave me scratching my helmet in dismay while I look for something *else* to ride.

*—Charles Everitt*

• There's not a race fan in the world who wouldn't trade his lifetime pit pass to own one of the gas-it-and-go machines he drools over at the track. Not for racing, mind you, for the street. These guys gaze slack-jawed at a Superbike and fantasize about it with some street rubber in place of the slicks and with a starting and charging system. That, they figure, would be the streetbike to end all streetbikes. But these dreamers had better be careful; someday they might get their wish—and they might not like it.

That's the way I see the XN85—as a racebike with a license plate. And as such it's at home only when its throttle is open as far as the horizon is tilted. Forget about everything else; things like comfort and low-speed handling just aren't important here. So you best be careful with your dreams—they can come true. *—Joe Kress*

• Who says the XN85 is *too* specialized? Where is it graven in stone that every motorcycle the Japanese build has to be a bike of a thousand faces?

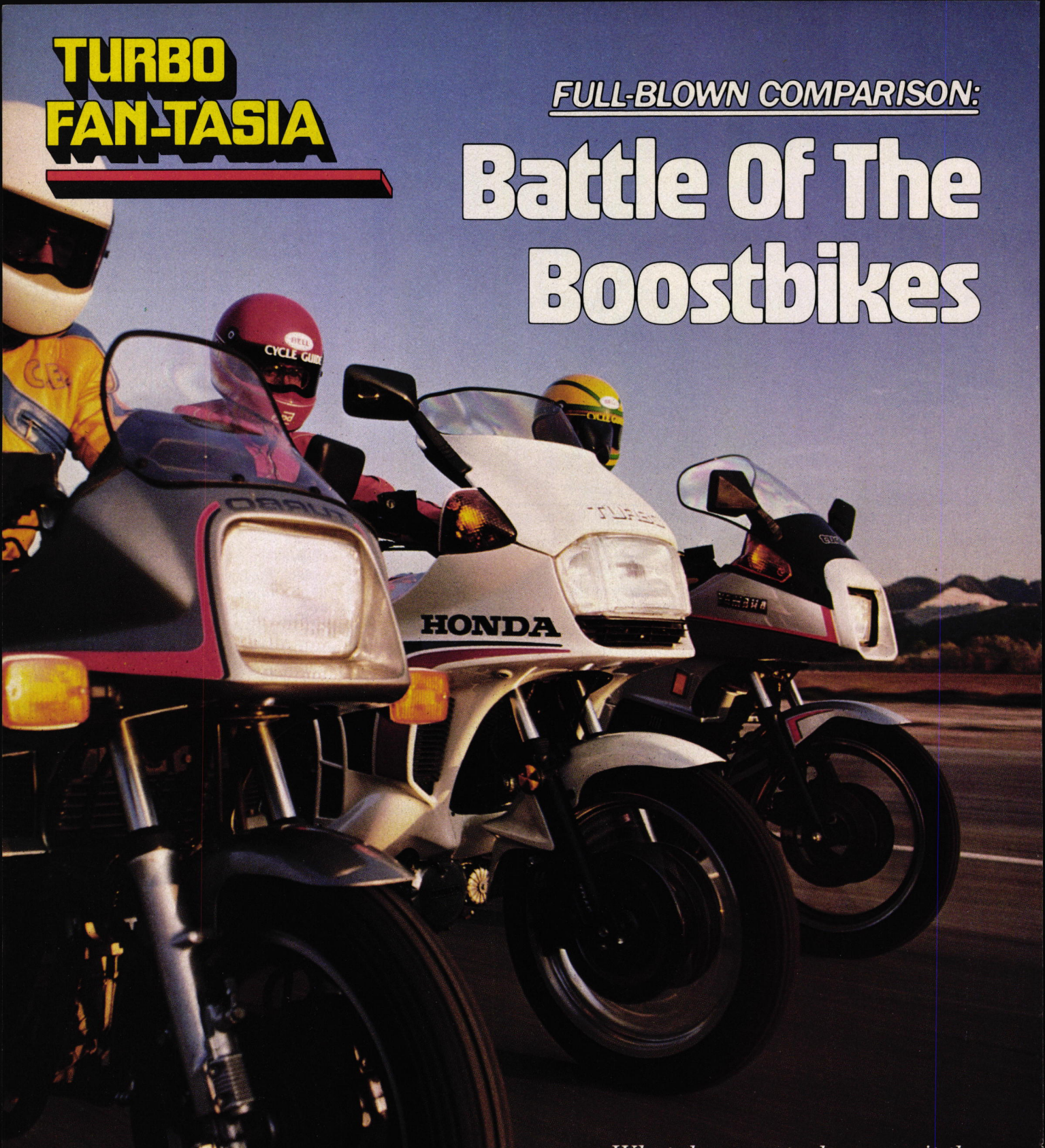
Frankly, even though the XN85 isn't my cup of turbo-tea, I think Suzuki should be congratulated for having the guts to build it. No, it's certainly not everyman's bike, but so what? The industry already is full to the brim with middle-of-the-road compromises, street bikes configured to be so good at everything that they're not the ultimate at anything. But there's a real dearth of hardware that can fulfill one particular kind of moto-fantasy to the utmost, even if it's not worth a tinker's damn for anything else.

Admittedly, the XN85 isn't quite *that* specialized. But it's close. And if you happen to think it's a stupid bike . . . well, you don't have to *buy* it, do you? *—Paul Dean*

# TURBO FAN-TASIA

## FULL-BLOWN COMPARISON:

# Battle Of The Boostbikes




*What do you get when you pit the pressure-fed zootbikes from Honda, Suzuki and Yamaha blower-to-blower?: The King of Boost Hill.*

BY PAUL DEAN

Before you go any further, do yourself a favor: Gather up everything you think you know about contemporary motorcycles and lock it all away in the nearest closet until you've finished with this comparison. Otherwise, that knowledge is likely to keep tripping you up along the way.

See, these are no ordinary motorcycles, these turbocharged *wunderbikes* we're about to compare, so using ordinary criteria would just cloud the picture. These machines are entities unto themselves, unique in the way they're built, the way they look, the way they perform and even in the way they feel. So you can't hope to reach the right conclusions about such atypical motorcycles unless you use atypical criteria and forget about comparing them to anything else that rides on two wheels.

Matter of fact, since there still are no clear-cut parameters governing this brand-new genre of motorcycle, it's even difficult to compare these hybrids to one another. They are anything but peas in a pod, for each is as much a showcase for its manufacturer's particular design philosophies as it is a bona fide motorcycle. Consequently, each one's intended role in the market is considerably different from that of the others. The CX650 Turbo, for example, was erected as a rolling monument to Honda's engineering omnipotence, so it, like its 500cc predecessor, is a veritable Disneyland for technophiles. Suzuki, however, a company that wishes to be thought of as *the* purveyor of sportbikes par excellence, designed the XN85 Turbo as a highly specialized, street-legal roadracer. And Yamaha, leaning of late toward bold styling but mechanical simplicity, built The Rational Turbo, a machine with future-shock cosmetics applied over the least-complex mechanicals of all the turbobikes. So aside from the fact that each of these corporate status-symbols costs in the neighborhood of $5000, displaces approximately 650cc and has a turbocharger living somewhere in its exhaust plumbing, they're as different from each other as they are from conventional motorcycles.

Actually, because of the simple but ingenious way in which the Yamaha's turbocharging system is configured, that bike almost is more akin to unblown motorcycles than it is to the other turbobikes. Beneath its starship-styled bodywork lies, for all visual intents and purposes, a normally aspirated XJ650 Seca Eurobike. There are no apparent traces of the tiny, 39mm Mitsubishi turbocharger unit, which is hidden away behind the engine, just below the swingarm pivot. And instead of computer-controlled fuel injection, the Yamaha merely uses four CV carburetors in the usual location behind the cylinder head.

Granted, putting the fuel-metering instruments downstream of the turbocharger (rather than upstream, which is the norm with carburetors) necessitated a few techno-tricks in those 30mm Mikunis. They had to be modified to function both with a partial vacuum in their venturis (when the turbo is off-boost) and with up to 7 psi of pressure (when the turbo is *on*-boost). But the carb location also permits the engine to effectively be normally aspirated when the turbo is off-boost—that is, spinning so slowly that it impedes the flow of air through the intake. Any time there is vacuum in the Yamaha's intake tract rather than pressure, a one-way reed valve in the airbox opens, routing air directly to the carbs and bypassing the turbo altogether. Thus, the off-boost throttle response is improved. And another significant benefit of this design is that troubleshooting the fuel-metering system doesn't require the services of someone who holds a black belt in electronics.

Ah, but that simplicity might have cost

*Continued*

**All three turbobikes might look similar when slicing through the twisties but each has a feel of its own**

*Just one of the reasons why all they have in common are their tiny turbochargers, fancy fairings and $5000 pricetags.*

the Yamaha some sheer performance, for it decidedly is the slowest of the bunch. The Honda, certainly the most complex, also is the fastest, an earthbound missile guaranteed to add an inch to your sleeve length every time it slams onto boost at full-throttle. And its extraordinarily high maximum boost (16.4 psi, as opposed to 9.8 psi on the Suzuki and 7 psi on the Yamaha) is the easiest for the rider to get at. The Suzuki is not quite as alarmingly fast, and it has more of a lag between the time the rider summons boosted performance and the time it arrives. But the XN85 makes the smoothest transitions from off-boost to on, usually doing so in such a gradual fashion that you can't pinpoint exactly *when* it happens. Then there's the Yamaha, just slightly less responsive than either the Honda or the Suzuki when off the boost and considerably slower when on it. It does, however, make transitions into the boost range almost as smoothly as the Suzuki.

Still, based on quarter-mile times, none of these turbobikes seems fast enough to be worth all the effort and added expense. But therein lies a fundamental difference between normally aspirated motorcycles and those of the turbocharged persuasion: A dragstrip is a poor barometer of a turbobike's maximum accelerative ability. For one thing, turboed machines, these three included, waste a few ticks of the watch coming off the line until they can reach full boost. And for another, the differences in acceleration between a blown engine and a comparable unblown one are most dramatic in the taller gears, hence a turbobike doesn't start *really* hauling ass until it's about halfway down the strip. So make no mistake: These motorcycles, especially the Honda, are extremely fast; it's just a different *kind* of fast.

That difference can be especially evident when you're trying to set fast-time on a curvy backroad. Actually, you can deal with the Suzuki's engine in a canyon race almost as you would an unturboed one, since its power delivery is practically linear. It offers no surprises, no sudden outbursts of horsepower that could upset your cornering program. The Honda's engine, on the other hand, is potentially the hardest to cope with because it's capable of suddenly cutting loose with such tremendous power. But if you're a bit mindful of your gear/rpm matchups in the lower gears, the CX-T engine is quite easy to manipulate during spirited romps through the twisties.

Ranking somewhere between the Suzuki and the Honda in this respect is the Yamaha. It won't, of course, launch you from corner to corner as swiftly as the other two, but it does come on boost smoothly, and so a sudden arrival of traction-endangering horsepower seldom is a legitimate concern.

**Yamaha's Turbo is based on much-heralded XJ650 Seca Eurobike**

*But 74 additional pounds help reduce the handling from great to merely good.*

Overall, in fact, the Yamaha just might be the easiest to ride near its limits on a twisty road. But that's mostly because its limits are lower than the Honda's or Suzuki's. The XJ's handling isn't helped by the bike being the heaviest of the three (although its center of gravity isn't as high as the Honda's or as low as the Suzuki's) or that its suspension and tires are overmatched when you corner aggressively. But although none of the Yamaha's handling characteristics are exceptionally good, neither are any exceptionally bad; so the bike is relatively easy to ride at a brisk pace on a twisting ribbon of backroad.

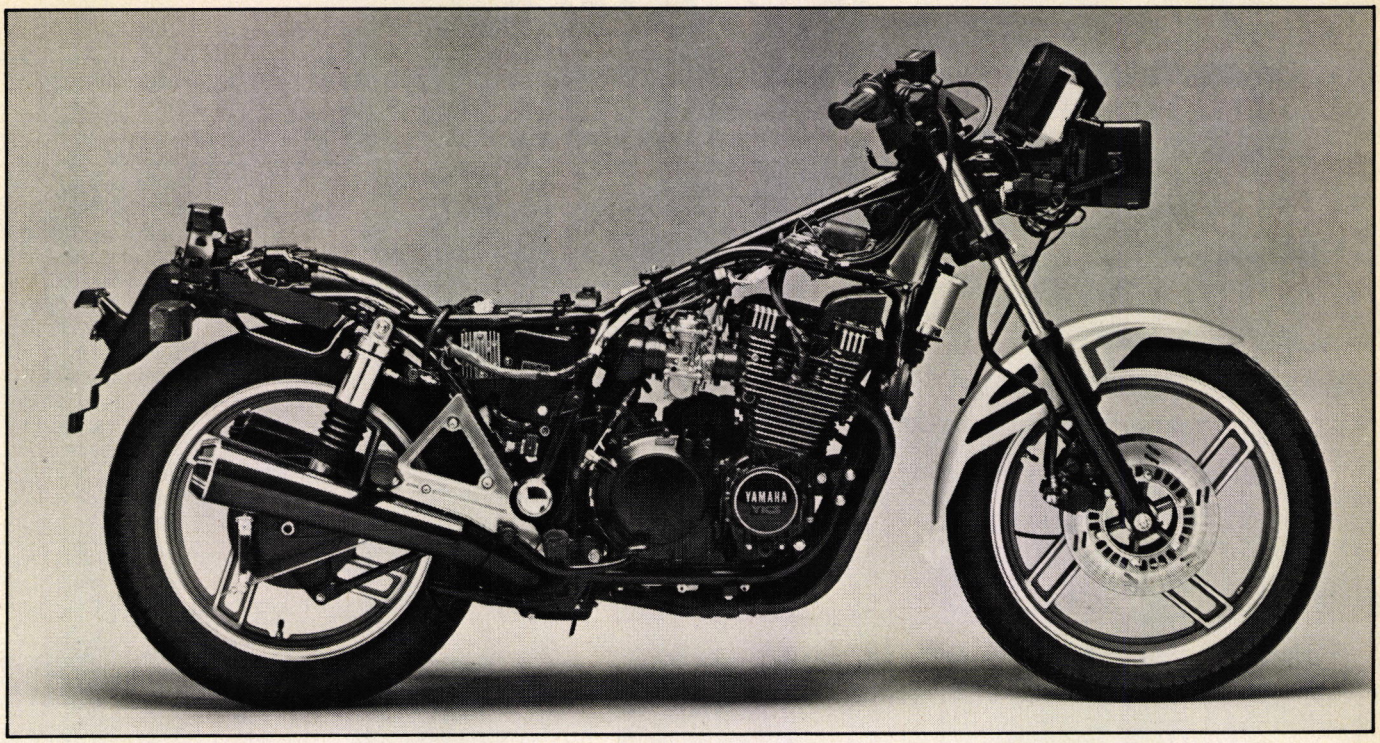
The Honda is almost as easy to ride fast, even though it is almost as heavy as the Yamaha and can go a lot faster before reaching its limits. Indeed, the biggest concern is that the bike can accelerate *so* bloody fast that the turns rush up to you like you were watching a speeded-up movie. And if you overcook into a corner, the CX's weight and high *cg* then render it cumbersome and resistant to being banked over.

Conversely, the Suzuki has a roadrace-bred chassis that's fully capable of handling high-speed, full-berserk corner-entries but has trouble with, of all things, the *slower* ones. The bike is extremely sensitive to any and all chassis inputs, particularly at lower speeds, which makes it comparatively twitchy, unstable and uncooperative in corners of about 40 mph or less. And since that describes a large percentage of the turns found on most backroads, it's no wonder that riding the XN85 through the twisties can have the highest degree of difficulty of all the turbobikes.

When operating in more-vertical modes (open-road riding, around-town commuting, etc.) the Honda outshines the Yamaha once again, although by the narrowest of margins, with the Suzuki a distant third. The CX and XJ both are sufficiently comfortable to make day-long rides pleasant. The Honda's massive, easily accessible power reserve is a distinct advantage, and the Yamaha earns high marks for the superior foul-weather rider-protection afforded by its full-fairing's lowers.

Rain or shine, however, the Suzuki is out of its element any time it's not at full-chat through a fast sweeper. In truth, the ride quality on the XN85 isn't at all bad, but the roadrace ergonomics and unusual steering geometry combine to make highway cruising or urban errand-running a fatiguing experience.

The Honda also was our favorite stopper, although all three bikes netted comparable results in our panic-braking tests. The CX was the easiest and most predictable to bring to a halt, primarily because its TRAC anti-dive actually eliminated almost all front-end dive during full-on stops. The Yamaha still has no such system this year (one-millimeter-larger fork tubes and an




**Even stripped of its avant-garde bodywork, the Yamaha Turbo offers no visual evidence of being abnormally aspirated**

*Turbo-simplicity above reproach but turbo-performance below par.*

additional gallon of fuel capacity are the only noteworthy changes for '83), so its front-end dive and squirmy tires made it the most unpredictable in a panic stop—even though the brakes themselves had the best feel. And although the Suzuki does have an anti-dive system, it would be better off without it. Not only does the system *not* reduce dive, it causes the front brake to have such a spongy feel that the lever can easily be squeezed all the way to the twistgrip. Nevertheless, by virtue of the huge footprint put down by its wide, 16-inch front tire, the Suzuki posted the shortest stopping distances of the three.

That's impressive, but not enough to uplift the Suzuki into first-place in this shootout. That distinction belongs to the Honda, without question the best overall turbobike of the lot, with the Yamaha and Suzuki finishing second and third, respectively.

It's no mystery why. The CX650 Turbo clearly is superior in most aspects of performance, and even when one of the other bikes does excel, the Honda is hot on its heels. It is the fastest, the most comfortable, the easiest to stop, the most versatile and, for 95 percent of all riders in 90 percent of all situations, the best-handling. And it even has the best fit-and-finish of the three. The Yamaha also is a good all-arounder, but it excels at practically nothing other than simplicity. Moreover, it's quite a bit slower than the others and its bodywork exhibits a level of craftmanship that's substandard for a Japanese motorcycle.

And the Suzuki? Well, it never had a fighting chance to win Best Overall Turbo honors simply because it is not, and was never intended to be, an "overall" kind of motorcycle. It's a specialist, a narrow-focus racer-replica built expressly for those who judge a bike solely on its ability to strafe a fast corner with sparks aflying, and to hell with everything else. Meaning that if flat-out cornering competence were the baseline for rating the turbobikes, the Suzuki would win going away. Just as the Yamaha would be the critics' choice if simplicity or ease of maintenance were the primary yardstick. But, as mentioned earlier, there *are* no fixed criteria for turbobikes as yet; so any turbo that's called The Best can only be the one that can do the most. And that's obviously the Honda.

There are, naturally, lots of non-turbocharged motorcycles to choose from that are faster, better-handling, easier to ride, more versatile, less complicated, lighter, more fuel-efficient, and cheaper to buy and maintain than any of these turbos. So in the end, the best reason to even want one is simply that it's ... well, *different*. And in our opinion, the Honda's particular assortment of differences is the easiest to like. ●

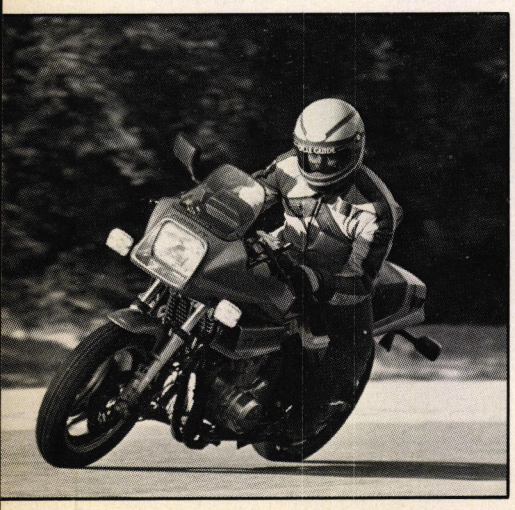
## COMPARATIVE TEST DATA:

| Make and Model | Quarter-Mile, sec/mph | Top Speed, mph | Weight, lbs | Stopping Distance From 60 mph, ft. |
|---|---|---|---|---|
| Honda CX650T–'83 | 12.09/111.7 | 137 | 538 | 124 |
| Suzuki XN85–'83 | 12.38/107.1 | 132 | 521 | 120 |
| Yamaha XJ650L–'83 | 13.06/103.3 | 126 | 543 | 126 |
| Yamaha XJ650L–'82 | 12.61/104.6 | 126 | 541 | 145 |
| Honda CX500T–'82 | NA | 136 | 549 | NA |
| Honda Nighthawk 650–'83 | 12.29/108.0 | 122 | 451 | 128 |

*Continued*

# CYCLE GUIDE SPECIFICATIONS

## TURBO FAN-TASIA



# Honda CX650 Turbo

| | |
|---|---|
| **IMPORTER:** | American Honda Motor Company, 100 West Alondra Boulevard, Gardena, California 90247 |
| **SUGGESTED PRICE:** | $4999 (approximate) |

**ENGINE.**

Type . . .turbocharged liquid-cooled four-stroke transverse vee-twin
Valve arrangement . . . . . pushrod-operated overhead valves, four valves per cylinder
Bore and stroke . . . . . 82.5mm x 63.0mm
Displacement . . . . . 673.5cc
Compression ratio . . . . . 7.8:1
Engine redline . . . . . 9000 rpm
Carburetion . . . . . Nippondenso electronic fuel injection, two 35mm throttle bores
Air filter . . . . . washable oiled foam element
Lubrication . . . . . wet sump
Starting system . . . . . electric only
Ignition . . . . . computer-controlled solid-state CDI
Charging system . . . . . 12-volt; 340-watt alternator, voltage regulator/rectifier, 14-ampere-hour battery

**DRIVETRAIN**

Primary drive . . . . . straight-cut gears; 1.725:1 ratio
Clutch . . . . . wet, multi-plate
Driveshaft-to-rear-wheel drive . . . . spiral-bevel gears; 3.400:1 ratio

| Gear | Internal gear ratio | Overall gear ratio | MPH per 1000 RPM |
|---|---|---|---|
| I | 2.500 | 14.663 | 5.11 |
| II | 1.714 | 10.054 | 7.45 |
| III | 1.280 | 7.507 | 9.98 |
| IV | 1.036 | 6.074 | 12.34 |
| V | 0.839 | 4.919 | 15.23 |

**SUSPENSION/ WHEEL TRAVEL**

Front . . . . . Showa air-spring, 37mm stanchion tube diameter, brake-actuated hydraulic anti-dive/5.0 in. (128mm)
Rear . . . . . single Showa air-spring shock, 3-position adjustable rebound damping/4.8 in. (123mm)

**BRAKES**

Front . . . . . dual single-action hydraulic calipers, 10.8-in. (275mm) discs
Rear . . . . . single-action hydraulic caliper, 10.8-in. (275mm) disc

**TIRES**

Front . . . . . 100/90V18 Bridgestone Mag Mopus L303 tubeless
Rear . . . . . 120/90V17 Bridgestone Mag Mopus G508 tubeless

**DIMENSIONS AND CAPACITIES**

Weight . . . . . 538 lbs. (244.0kg)
Weight distribution . . . . . 50.0% front, 50.0% rear
Gross vehicle weight rating (GVWR) . . . . . 925 lbs. (420kg)
Load capacity (with full fuel tank) . . . . . 355 lbs. (161kg)
Wheelbase . . . . . 59.1 in. (1500mm)
Seat height . . . . . 31.5 in. (800mm)
Handlebar width . . . . . 28.1 in. (715mm)
Footpeg height . . . . . 13.8 in. (350mm)
Ground clearance . . . . . 6.4 in. (163mm), at exhaust crossover
Steering head angle . . . . . 27.0 degrees from vertical
Front wheel trail . . . . . 4.33 in. (115mm)
Frame . . . . . tubular and pressed mild steel, no front downtubes
Oil capacity . . . . . 3.8 qt. (3.6*l*)
Fuel tank . . . . . steel, 5.3 gal. (20.0*l*), no reserve
Instrumentation . . . . . speedometer, odometer, tripmeter resettable to zero, tachometer, coolant temperature gauge, fuel gauge, LCD turbo boost gauge, LCD digital clock

**PERFORMANCE**

Fuel consumption range . . . . . 25 to 44 mpg (11 to 19 km/*l*)
Average fuel consumption . . . . . 36 mpg (15 km/*l*)
Cruising range, maximum . . . . . 133 to 233 miles (214 to 375km)
Cruising range, reserve only . . . . . no reserve capacity
Speedometer error, 30 mph indicated . . . . . 28 mph actual
Speedometer error, 55 mph indicated . . . . . 50 mph actual
Best 1/4-mile acceleration . . . . . 12.093 sec., 111.66 mph (180 km/h)
Top speed (calculated at redline) . . . . . 137 mph (220 km/h)
Stopping distance from 30 mph . . . . . 27 ft. (8.2m)
Stopping distance from 60 mph . . . . . 124 ft. (37.8m)

| | |
|---|---|
| **WARRANTY:** | 12 months unlimited mileage |
| **AVAILABLE COLOR:** | blue and white only |

# Suzuki XN85 Turbo

U.S. Suzuki Motor Corporation, 3251 East Imperial Highway, Brea, California 92621

$4700

Type ..... turbocharged four-stroke transverse vertical four
Valve arrangement ..... double overhead camshafts
Bore and stroke ..... 62.0mm x 55.8mm
Displacement ..... 673.9cc
Compression ratio ..... 7.4:1
Engine redline ..... 10,000 rpm
Carburetion ..... Nippondenso electronic fuel injection, four 30.4mm throttle bores
Air filter ..... disposable paper element
Lubrication ..... wet sump
Starting system ..... electric only
Ignition ..... computer-controlled transistorized breakerless
Charging system ..... 12-volt; 280-watt alternator, voltage regulator/rectifier, 14-ampere-hour battery

Primary drive ..... straight-cut gears; 1.957:1 ratio
Clutch ..... wet, multi-plate
Final drive ..... #530 chain (5/8-in. pitch, 3/8-in. width); 2.438:1 (39/16) ratio

| Gear | Internal gear ratio | Overall gear ratio | MPH per 1000 RPM |
|---|---|---|---|
| I | 3.167 | 15.102 | 4.89 |
| II | 2.188 | 10.432 | 7.08 |
| III | 1.684 | 8.032 | 9.20 |
| IV | 1.381 | 6.586 | 11.21 |
| V | 1.174 | 5.598 | 13.19 |

Front ..... Kayaba air-spring, 37mm stanchion tube diameter, 2-position adjustable spring preload, brake-actuated hydraulic anti-dive/5.7 in. (144mm)
Rear ..... single Kayaba shock, 10mm spring preload range/4.5 in. (115mm)

Front ..... dual single-action hydraulic calipers, 10.2-in. (260mm) discs
Rear ..... double-action hydraulic caliper, 10.9-in. (276mm) disc

Front ..... 100/90H16 Michelin A48 tube-type
Rear ..... 120/90H17 Michelin M48 tube-type

Weight ..... 521 lbs. (236.3kg)
Weight distribution ..... 49.5% front, 50.5% rear
Gross vehicle weight rating (GVWR) ..... 955 lbs. (433kg)
Load capacity (with full fuel tank) ..... 402 lbs. (182kg)
Wheelbase ..... 58.2 to 59.4 in. (1480 to 1510mm)
Seat height ..... 30.5 in. (775mm)
Handlebar width ..... 25.6 in. (650mm)
Footpeg height ..... 13.4 in. (341mm)
Ground clearance ..... 5.9 in. (151mm), at exhaust crossover
Steering head angle ..... 27.0 degrees from vertical
Front wheel trail ..... 3.94 in. (100mm)
Frame ..... tubular mild steel, double front downtubes
Oil capacity ..... 3.1 qt. (2.9*l*)
Fuel tank ..... steel, 5.3 gal. (20.0*l*), no reserve
Instrumentation ..... speedometer, odometer, tripmeter resettable to zero, tachometer, LCD turbo boost gauge, LCD fuel gauge, LCD oil temperature gauge

Fuel consumption range ..... 34 to 46 mpg (14 to 20 km/*l*)
Average fuel consumption ..... 41 mpg (17 km/*l*)
Cruising range, maximum ..... 180 to 244 miles (393km)
Cruising range, reserve only ..... no reserve capacity
Speedometer error, 30 mph indicated ..... 31 mph actual
Speedometer error, 55 mph indicated ..... 55 mph actual
Best 1/4-mile acceleration ..... 12.381 sec., 107.14 mph (172 km/h)
Top speed (calculated at redline) ..... 132 mph (212 km/h)
Stopping distance from 30 mph ..... 25 ft. (7.6m)
Stopping distance from 60 mph ..... 120 ft. (36.6m)

12 months unlimited mileage

silver only

# Yamaha XJ650L Turbo

Yamaha Motor Corporation USA, 6555 Katella Avenue, Cypress, California 90630

$4999

Type ..... turbocharged four-stroke transverse vertical four
Valve arrangement ..... double overhead camshafts
Bore and stroke ..... 63.0mm x 52.4mm
Displacement ..... 653.4cc
Compression ratio ..... 8.2:1
Engine redline ..... 9500 rpm
Carburetion ..... four 30mm Mikuni constant-vacuum
Air filter ..... disposable pleated paper element
Lubrication ..... wet sump
Starting system ..... electric only
Ignition ..... transistorized breakerless
Charging system ..... 12-volt; 260-watt alternator, voltage regulator/rectifier, 12-ampere-hour battery

Primary drive ..... straight-cut gears; 1.672:1 ratio
Clutch ..... wet, multi-plate
Transmission-to-jackshaft drive ... straight-cut gears; 1.361:1 ratio
Jackshaft-to-driveshaft drive ..... spiral-bevel gears; 1.056:1 ratio
Driveshaft-to-rear-wheel drive .... spiral-bevel gears; 2.909:1 ratio

| Gear | Internal gear ratio | Overall gear ratio | MPH per 1000 RPM |
|---|---|---|---|
| I | 2.188 | 15.291 | 4.97 |
| II | 1.500 | 10.485 | 7.25 |
| III | 1.154 | 8.065 | 9.43 |
| IV | 0.933 | 6.524 | 11.66 |
| V | 0.813 | 5.679 | 13.39 |

Front ..... Kayaba air-spring, 37mm stanchion tube diameter/5.6 in. (142mm)
Rear ..... dual Kayaba air-spring shocks, 4-position adjustable rebound damping/3.8 in. (97mm)

Front ..... dual single-action hydraulic calipers, 10.5-in. (267mm) discs
Rear ..... drum, single-leading shoe, rod-operated

Front ..... 3.25V19 Bridgestone Mag Mopus L303 tubeless
Rear ..... 120/90V18 Bridgestone Mag Mopus G508 tubeless

Weight ..... 543 lbs. (246.3kg)
Weight distribution ..... 46.8% front, 53.2% rear
Gross vehicle weight rating (GVWR) ..... 915 lbs. (415kg)
Load capacity (with full fuel tank) ..... 340 lbs. (154kg)
Wheelbase ..... 56.7 in. (1440mm)
Seat height ..... 31.1 in. (789mm)
Handlebar width ..... 27.6 in. (700mm)
Footpeg height ..... 12.8 in. (325mm)
Ground clearance ..... 5.5 in. (140mm), at turbocharger shroud
Steering head angle ..... 27.8 degrees from vertical
Front wheel trail ..... 4.53 in. (115mm)
Frame ..... tubular mild steel, double front downtubes
Oil capacity ..... 3.7 qt. (3.5*l*)
Fuel tank .... steel, 5.2 gal. (19.5*l*), including 0.5 gal. (2.0*l*) reserve
Instrumentation ..... speedometer, odometer, tripmeter resettable to zero, tachometer, turbo boost gauge, LCD fuel gauge, LCD monitoring system

Fuel consumption range ..... 35 to 53 mpg (15 to 23 km/*l*)
Average fuel consumption ..... 43 mpg (18 km/*l*)
Cruising range, maximum ..... 182 to 276 miles (293 to 444km)
Cruising range, reserve only ..... 18 to 27 miles (29 to 46km)
Speedometer error, 30 mph indicated ..... 28 mph actual
Speedometer error, 55 mph indicated ..... 51 mph actual
Best 1/4-mile acceleration ..... 13.059 sec., 103.32 mph (166 km/h)
Top speed (calculated at redline) ..... 126 mph (203 km/h)
Stopping distance from 30 mph ..... 27 ft. (8.2m)
Stopping distance from 60 mph ..... 126 ft. (38.4m)

12 months unlimited mileage

Crystal Silver only

# WHEN YOU OPEN IT UP,

# YOU'LL GET A SURPRISE.

Good things often come in small packages.

Take the new Honda 650 Nighthawk™ for example. Its engine is extremely compact, but it packs enough power to blow off most 750s.

In fact, this revolutionary new in-line four pumps an incredible 72 horsepower* through a highly-efficient shaft drive system.

To make sure the engine keeps churning out all that power, our exclusive Hydraulic Valve Adjuster System eliminates valve adjustments forever.

And this extraordinary engine comes wrapped in a high-performance chassis with 39 mm air forks and adjustable damping rear shocks for superb handling.

The result is a motorcycle that can launch you through the standing quarter-mile in just 12.2 seconds. Or straighten out a set of curves just as easily.

You even get our new 12-month unlimited mileage warranty.†

All for a price that just might be the best surprise of all.

**HONDA**

**FOLLOW THE LEADER**

ALWAYS WEAR A HELMET AND EYE PROTECTION. Specifications and availability subject to change without notice. ©1982 American Honda Motor Co., Inc. For a free brochure, see your Honda dealer. Or write: American Honda, Dept. 340, Box 9000, Van Nuys, CA 91409. *SAE net taken at the crankshaft. †See your dealer for full details on the Honda limited warranty.

## PRODUCT EVALUATION:

# Bates Fast Lane Boots

*Life in the Fast Lanes.*

• Comfort is a relative thing, particularly when it comes to selecting a pair of riding boots. Now, comfort can come from the peace of mind that stiff, heavy boots provide, even if they do offer reduced control-feel when you're on the bike and a Frankenstein-like gait when you're not. Or, you can find comfort in lighter-weight, racing-type footgear that feels almost like you're wearing nothing at all.

Bates Industries, maker of leather clothing (among other things) for motorcyclists, apparently subscribes to the second set of circumstances, and has the Fast Lane roadrace boots to show for it. Bates spokesmen say the boots use the same 2¾-to-3-ounce cowhide as in Bates' roadrace suits. The Fast Lanes also feature: 16-inch shaft height; brass-buckled straps, top and bottom; full-length brass Talon zipper in back; steel shank; leather-lined heel and toe; a double layer of leather around the calf/upper shin area and over the instep; and ankle padding, consisting of a Rubatex pad between two layers of leather. And their shafts cant forward slightly, to better accommodate a racer's tucked-in riding position.

Slipping into the Fast Lanes requires a shoehorn's assistance, especially if you're tall of instep, but once your feet are inside, you'll be suitably impressed. The Bates boots are light, and the suppleness of the leather makes for a short, agony-free break-in period, as well as providing all the comfort and control-feel—and support—of a pair of high-top moccasins. Plus, the rubber/nylon composition soles and heels offer excellent traction, even on rain-slick streets, while the tall shafts keep winter winds from quick-freezing your lower legs.

But the same materials and construction that make the Fast Lanes so comfortable are also their biggest limitations. That wonderfully soft leather scuffs easily and makes the Fast Lanes look prematurely worn. The pliant leather also allows the boots' shafts to sag, and the boots' lightweight construction seems to allow for less crash-protection than a pair of the aforementioned heavy-duty stompers. And the shift-lever pad is positioned too far forward; with most bikes, the lever hits the boot just behind the pad.

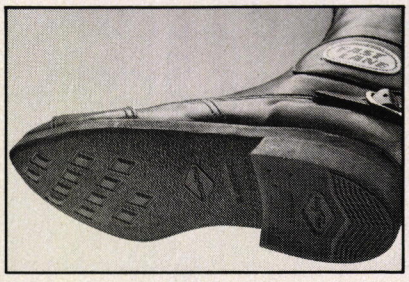
If that all sounds like a heavily qualified recommendation of Bates' Fast Lanes, then consider this: In my closet at home are the Bates boots and a pair of the stiffer, clunkier items. And, for day-to-day use, I'll opt for the heavier-duty models because of their superior support and ruggedness for that style of riding. But when there's motorcycle testing to be done in earnest, when freedom of movement and precise control-feel count, then that's when I reach for the Fast Lanes. Every time.

Bates Fast Lane boots come in black in men's sizes from 8 through 12 (half-sizes and "D" width), for a suggested retail price of $115. Custom colors and sizing are available for an extra charge. Bates offers repair services for the boots, including replacement of soles and heels and broken zippers. To order, see your motorcycle dealer or contact Bates Industries, Dept. CG, 636 W. 16th St., Long Beach, California; (213) 435-6555. —*Charles Everitt*

PHOTOGRAPHY © 1983 DAVID DEWHURST

**Light weight and glove-soft leather makes for a comfortable life in the Fast Lanes**

*A bit short on support, 'cause these boots are made for ridin'.*



# Don't just ride air... ride Mulholland controlled air

. . . which means more comfort to the rider. . . whatever brand or model you ride.

All air shocks control the air, but all do not have the superior features of Mulholland. We, for instance, have nine stage valving — which, when combined with the chrome silica steel springs and air adjustment, provide an infinitely variable load carrying capacity.

Other air shocks, in order to carry two-up riders and gear, must be filled with air to a point where shock travel is limited — Mulholland gives that smooth air ride to the touring rider no matter what the load.

When you think of travel, think of shock travel — and controlled comfort with Mulholland Controlled Air Shocks.

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# Two new helmets wi
## (But you must admit

Maybe, *just maybe,* if you worked very hard, you might be able to make a helmet with all the features of the new NAVA 3. But even then you wouldn't have a *real* NAVA 3—positively the most feature-packed helmet you can buy, with styling that can only be described as exquisite. No other helmet in the world has all this:

**REMOTE VISOR CONTROL:** (fig A) A small thumb wheel under the left side allows you to fine tune your visor position to eliminate fogging or to increase ventilation—and then lock it there—all with single-handed ease. And the mechanism was tested one million times for reliability.

**WIDE PERIPHERAL VISION:** (fig B) The NAVA 3 has has the widest view of any helmet. In fact, you'll find it nearly impossible to see the sides of the NAVA 3 when you have it on.

**AERODYNAMIC STYLING:** (fig C) The NAVA 3 was "designed" in a wind tunnel—not just tested. Its slippery

©1982 NAVA USA

# th the latest features:
## ours looks better.]

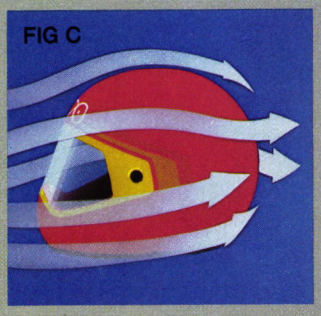


FIG C

shape and fully recessed visor greatly reduce the strain on your neck and the sound in your ears— *IT'S QUIET.*

**OUTSTANDING NOSE AND MOUTH PROTECTION:** The specially designed face of the NAVA 3 was engineered to greatly reduce the chance of facial injury in case of an accident.

**OPTIONAL INTERCOM:** (fig D) This fully electronic system is fantastic for two-up touring. If you want, you can whisper sweet nothings at 50 mph.

As you can see, the NAVA 3 offers you more. So why wait,

FIG D

buy a feature-packed NAVA 3 today. You'll save the trouble of doing it yourself, and you'll enjoy the pleasure of wearing a helmet from NAVA—the world's #1 helmet manufacturer.

NAVA

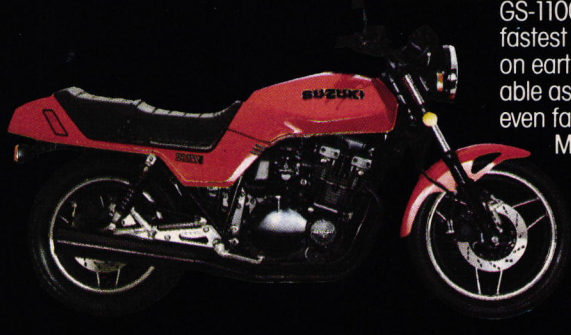
Mail Orders: The IntegralNava 3 is available by direct mail. Send $109.95 plus $10.00 handling to NAVA USA, 5729 Ward Ave., Virginia Beach, VA. 23455. State size: S-M-L-XL-XXL and color: Black, Royal Blue, White, Red, Lt. Blue, Yellow. Optional intercom $92.50. Virginia residents add 4% sales tax.

# Fly a legend.

# The Sensation of Suzuki.

SUZUKI

## GS-1100E




The Legend: The Suzuki GS-1100E. For years, the fastest production superbike on earth. And as unbelievable as it seems, the '83 is even faster. With more power. More sophistication. And one of the most advanced suspension systems on the American road.

The Sensation: It's clearly beyond description. The g-force. The adrenalin rush. The sheer compression of time and space. Yet the 1100 is far from being one-dimensional. It's also a machine that handles with the confidence of a pure sport bike and offers more creature comforts than some so-called touring mounts.

The GS-1100E. The fastest just became faster. And the Sensation is pure Suzuki.

The GS1100E, like all GS, GN and GR street bikes, includes Suzuki's famous 12-month unlimited mileage warranty. Offered only in the 48 contiguous United States and Alaska. Refer to U.S. Suzuki's "Limited Warranty Policy" for additional information. A similar warranty is offered in Canada.

UNLIMITED 12 MONTHS MILEAGE

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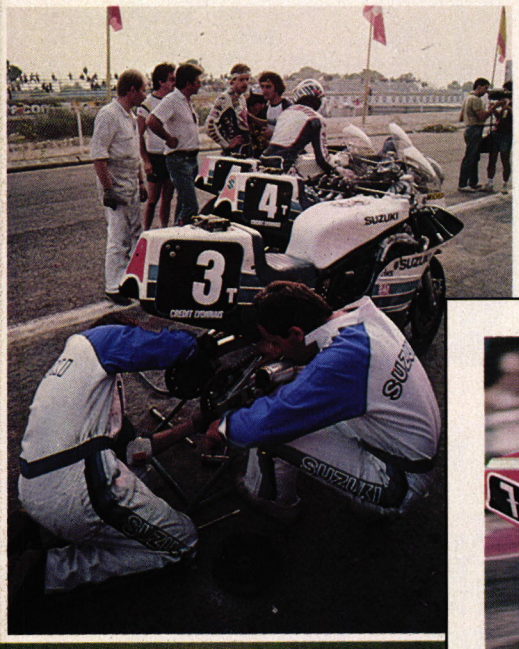
Performance
KOOL
Kawasaki France
KVAS

# The Longest Day At The BOL D'OR

*Where reliability counts—but speed wins.*



PHOTOGRAPHY © 1983 TOM RILES

BY DAIN GINGERELLI

"You can go just as fast in the night as in the daytime. You must have a certain amount of experience to do this, though," said Dutch rider Ruud Van Leyden shortly before the start of the 1982 Bol D'Or. Van Leyden and co-rider Johan Van de Wal, along with 75 other two- and three-rider teams, were preparing for the 46th Bol D'Or at the Paul Ricard circuit in the south of France.

The Bol D'Or (meaning cup of gold) is the oldest endurance roadrace in Europe, and one of eight endurance events on the FIM world-championship calendar. And like all such races, it's a test of both reliability and speed, because the bike that completes the most laps within a 24-hour period wins; it's as simple as that.

Traditionally, the Bol D'Or race is run in France. It's a 24-hour race (some FIM endurance races are eight or 12 hours) that begins at 4 o'clock on a Saturday afternoon with the riders sprinting across the track in a LeMans-type start. And once the race is underway, nothing short of a nuclear holocaust can stop it, because it carries on through rain, fog and even the pitch black of night—the latter being the reason why experience is the best friend a rider has in a race such as the Bol D'Or. "There are dark spots on the track that you have to deal with," said Van Leyden about night racing, "but you learn to drive through them. The big problem is seeing oil and debris on the track. That's what causes problems."

Indeed, unseen track hazards have been a major factor in this sport ever since the first Bol D'Or was run at Vaujours, France, in 1922; the *real* contest had, until recently, been the struggle between the individual teams and the clock. Reliability, more than all-out speed, determined the winners; but no more. Because as endurance racing's popularity grew among the manufacturers and distributors in Europe, the competition escalated so dramatically that speed now is a major factor in determining the winner. As Serge Rosset, manager for Kawasaki's Performance Team, put it, "Five years ago we concentrated on saving the engine for 24 hours. Now we have to concentrate on going fast, as well. The competition is so fierce now that just finishing the 24 hours is not enough. You must finish quickly to win."

Translated into miles and laps, the 1982

*Continued*

winner—the No. 1 bike from Performance Team—logged 2273 miles in 626 laps, which averages out to slightly more than 95 mph—including pit stops.

Two prime ingredients are necessary to maintain such an average: a fast bike and good teamwork in the pits. Rosset explained that the engines for his team bikes are sent directly from the Kawasaki factory and are similar to Eddie Lawson's 1982 AMA 1024cc Superbike motors. Only a reduction in displacement to comply with the FIM's 1000cc limit for endurance racing, and a slightly lower compression ratio to enable the use of low-octane European gasoline, distinguish the Superbike and endurance-racing engines.

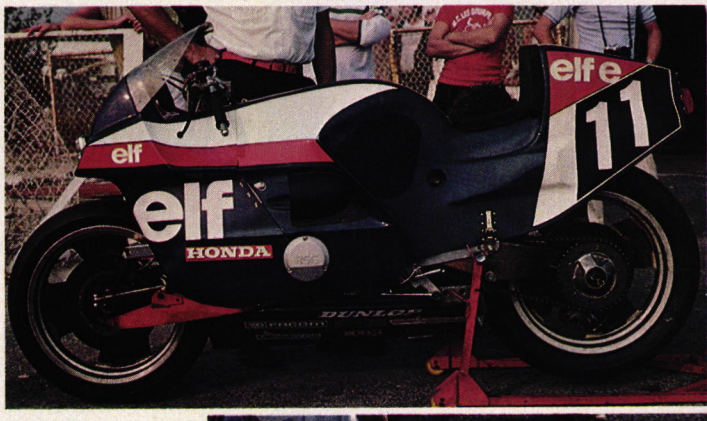
As for pit stops, a good Bol D'Or team would make a NASCAR crew chief proud. Most crews take less than 10 seconds to fill their bike's huge gas tank (usually between six and eight gallons) and get it back onto the track. Rosset boasted that his crew can get one of its green-and-white Kawasakis in, gassed-up and out within eight seconds. And he added confidently, "We also can gas the bike *and* change tires in 18 seconds."

To achieve that level of efficiency, each pit stop has to be run with the precision of a Swiss watch. Crews rehearse the stops so that every man—gas-filler, tire-changers and crew chief—knows exactly where he should be during the bike's 10- to 19-second stopover in the pits. And the intensity of the stops is matched by their frequency. A bike that finishes a 24-hour race will have pitted 23 times, or once every hour. And during those 24 hours, the bike will have devoured three or four front tires and one-half-dozen rear slicks. Add to that three sets of brake pads and two quarts of oil (one-quarter liter is added every three hours), and you can see how the pit crews truly put in a full day's work during a 24-hour race.

But while the crews have their hands full in the pits, it's the riders who pay the highest dues, trading throttle chores every hour. Basically, the advantage of one-hour stints is that they allow the riders to maintain concentration. Most team managers feel their riders begin to lose their rhythm after an hour, which often leads to slower lap times or, worse yet, a crash.

Being in and out of the saddle hourly has its price though, because it never gives the riders a chance to sleep. Dave Aldana, riding for the Elf-Honda team and the only American competing in the series, explained: "You can't sleep in between stints because it actually makes you more tired. There is just no time with only one-hour shifts, anyway. Besides, you don't notice the tiredness because you're keyed-up and the adrenaline is pumping."

As it turned out, Aldana's first pit stop came prematurely for the 1982 Bol D'Or. After only three laps the engine broke, and Aldana had to push the monocoque-framed Honda back to the pits, which were more than a mile from where the bike coasted to a stop. Endurance racing rules permit only two modes of power—one being the bike's engine, the other the rider's muscles; propulsion by any other method means disqualification. Unfortunately, the bike was broken beyond repair, so Aldana's all-day race lasted less than an hour.




**In a race where 60 percent of the entries don't make it to the finish, reliability is crucial—but there's still that remaining 40 percent to beat. And that takes 24 hours of hard work.**

Other teams also had unscheduled pit stops at Bol D'Or, but not all of them were as disheartening. The winning Kawasaki, for instance, made an unscheduled visit to the pits because of carburetor problems, and rather than waste time diagnosing the problem, the mechanics simply replaced all four carbs. Total time in the pits: two and one-half minutes, equal to about one lap. A race-leading Honda also was temporarily knocked out of action due to a mechanical gremlin that cropped up just before dawn. But by sunrise it was back and chasing down the two leading Performance Team Kawasakis. It caught the second-place bike, and at the pace it was running, it would have recaptured first place by 4 o'clock. But only a couple of hours from the end it broke once again, this time for good. And the PT Kawasakis went on to win the race and the world championship. Only 32 bikes of the original 75 crossed the finish line, proving that while speed is essential to win, the name of the game for endurance racing still is *reliability.* ●

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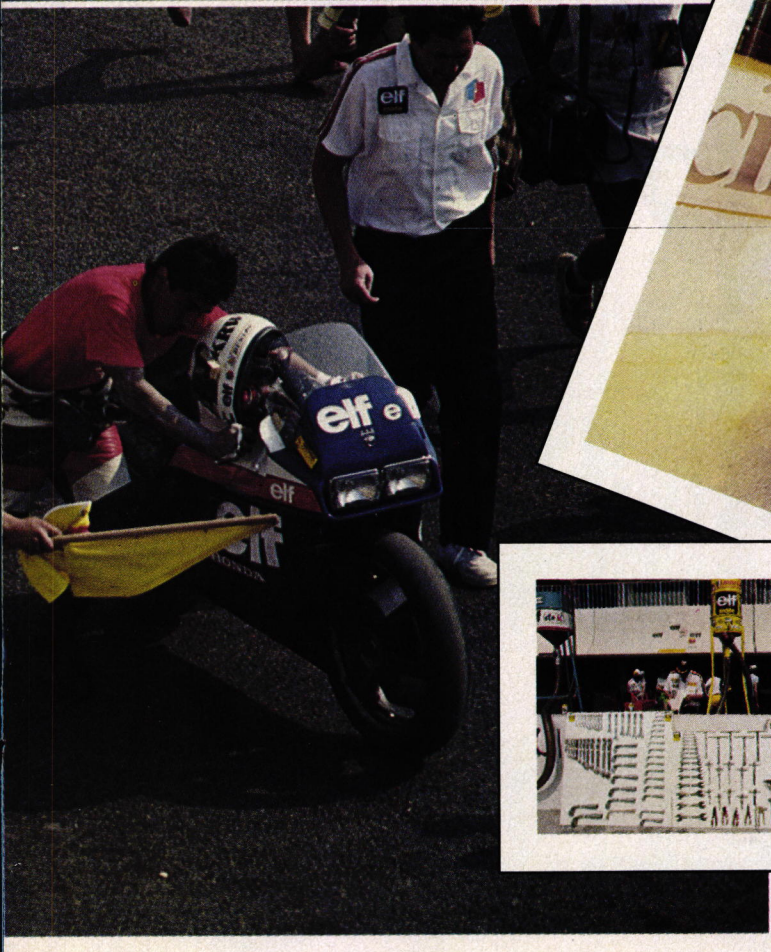
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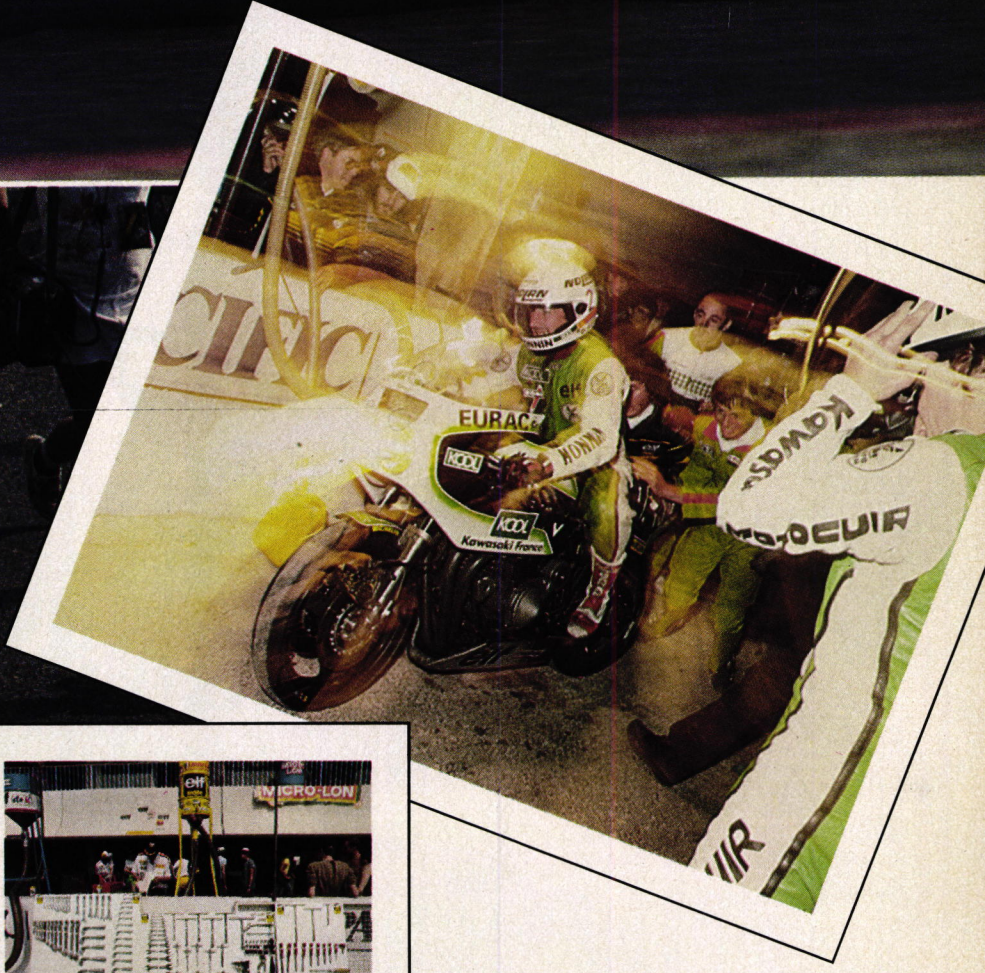
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TRACK TEST:

# Yamaha YZ250

*Yamaha pulls out the stocks to get back on top.*

BY RON LAWSON

Here we go again with that old "box-stock" story. Unless you've been vacationing in Siberia or orbiting Jupiter, you have to be aware of the impressive record that "stock" 1983 Yamaha YZ250s already have compiled against the factory machines in some big races. But if you're like us, you have to wonder just what Yamaha means when it says "stock." After all, to a car racer, stock can mean anything up to a one-off, single-purpose racing machine. And to a motorcycle manufacturer, stock usually refers to the kind of motocross machinery you give to your B-team riders.

But if you're Broc Glover or Rick Johnson, stock has come to mean first place. Because throughout the CMC Trans-Cal series, and at stadium races in San Diego and Tokyo, Glover and Johnson beat some of the best works riders in the world. And they did it on '83-model YZ250s that truly were stock—*so* stock, in fact, that at San Diego, their bikes were turned over to a local radio station and given away at the end of the race. Johnson's machine had, admittedly, been used for experiments with different ignition systems; but other than that, Yamaha could honestly boast that those two machines were stock—by any definition of the word.

Being able to make that kind of claim is of great importance to Yamaha this year. That's because *last* year, Yamaha suffered through the worst season it has had since it first got involved in motocross racing more than 10 years ago. The stock YZs were using more designed-in MX tricks than any other bikes on the track, but they failed to deliver. Not only did the YZ250J put on a poor showing at the local level, but for the first time in many years, Yamaha's works team didn't bring home a single U.S. motocross title for the corporate trophy case.

Yamaha now is back in the winner's circle, though, and it took a production machine to do the trick—the bike you see right here: the YZ250K. But if you look closely you'll find that there's nothing at all supernatural about this bike, and that it doesn't even use any new built-in tricks. The company's MX designers instead just took a common-sense approach that involved making the bike considerably lighter and reworking the suspension.

Still, once you begin to accept the fact that you can approach—even *buy*—a Supercross-winning motorcycle, you might start to wonder: Which is improved the most—the YZ250K or Broc Glover and Rick Johnson?

You're going to like the answer.

*Continued*

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# Tech Inspection:

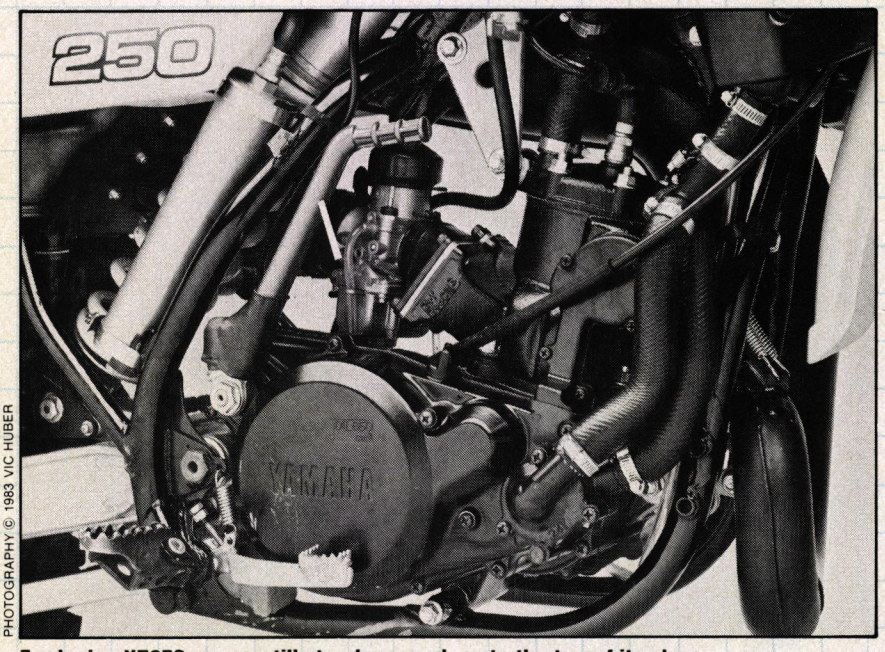
## ENGINE:

Last year, the YZ250 had the most advanced production motocross engine made, and the '83 model still holds that title. But this year, instead of diving further into its bag of tricks, Yamaha concentrated on making the existing features *work*.

The YZ's center-attraction trick is the Yamaha Power Valve System (YPVS), a mechanism which effectively raises the top edge of the exhaust port as engine speed increases—and, conversely, lowers that edge as rpm decreases. A crankshaft-driven centrifugal ball-ramp regulates how far and how rapidly the power-valve opens. This year the YPVS works against a stronger spring, causing the port's top edge to be lower through the mid-rpm ranges and, theoretically, giving the YZ more low-end and mid-range power. And since last year's model had trouble with the power-valve linkage, which would develop freeplay after a few races, that linkage has been beefed-up.

Yamaha also changed the bore-and-stroke dimensions this year. The configuration now is square—a 68mm bore and a 68mm stroke, compared with last year's 70mm x 64mm oversquare dimensions. The change brought about a higher compression ratio and necessitated a new pipe.

And while the top end was being redesigned, the six-petal reed valve was replaced with an eight-petal reed. The stainless steel reed petals themselves, however, are unchanged. The new top end also has been made smaller externally to reduce weight.




PHOTOGRAPHY © 1983 VIC HUBER

**Explosive YZ250 power still stands very close to the top of its class**

*Power-valves to water pumps, the YZ has every trick in the book.*

## DRIVETRAIN:

First- and second-gear ratios are unchanged, while third, fourth and fifth are taller (numerically lower). But although the rear sprocket is three teeth larger, the YZ still has a maximum speed in excess of 80 mph.

Because of occasional clutch-plate failures on the '82 machines, the driven plates now are made of steel rather than aluminum. The primary gears are narrower, but they're also harder due to a different heat-treatment process.

## CHASSIS:

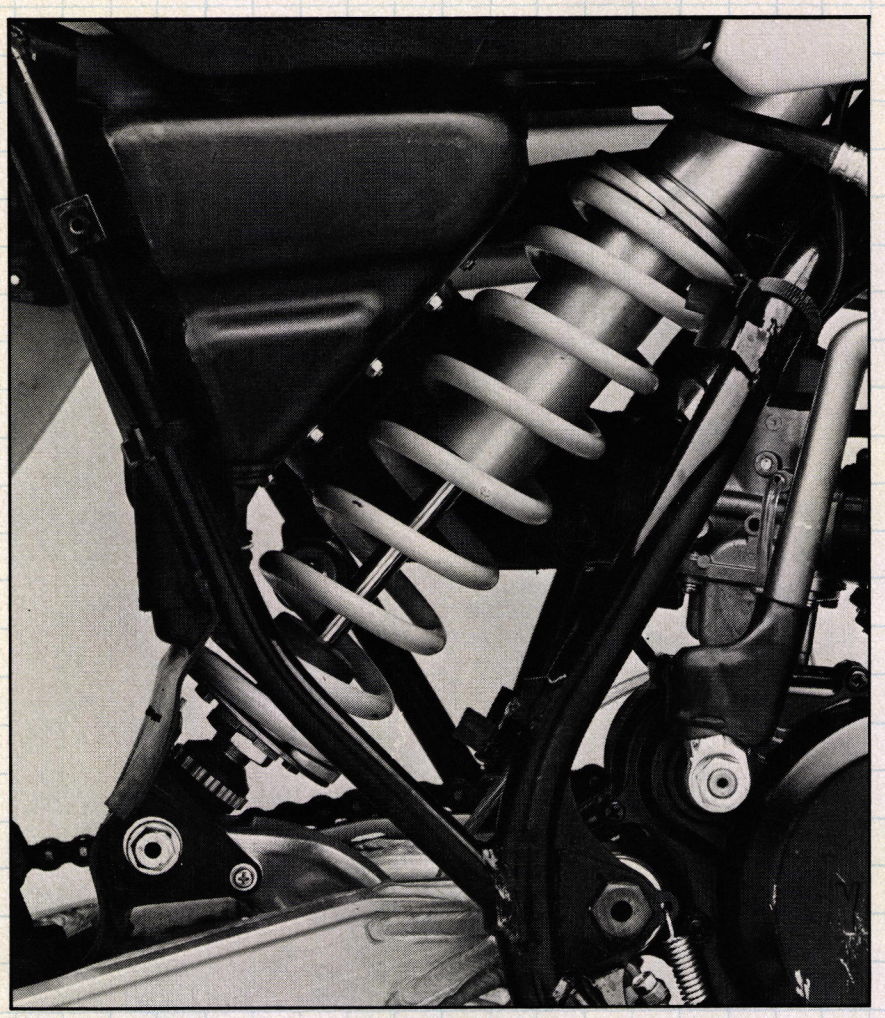
The YZ250 now sits right on the border of being illegal. At 217 pounds, the '83 model is one pound above the FIM minimum weight limit—quite an improvement over the J-model, which tipped the scales at 235 pounds. Much of that 18-pound difference came out of the frame and suspension. The wheelbase also was shortened a half-inch and the rake was increased from 27.5 to 28.0 degrees. The trail is 119mm, just one millimeter longer than last year's.

To lower the center of gravity, Yamaha has gone to a two-radiator, frame-mount cooling system, similar to that used by Honda and Suzuki. The old radiator position (behind the front number plate) caused a few problems, including overheating of the air in the fork. And routing the coolant through the steering stem also caused some problems with leakage.

**Wheels:** To trim weight, Yamaha replaced the YZ250's hubs with new units that look similar and are the same width (130mm) but lighter. The new YZ also uses hollow rims claimed to be lighter and stronger. Even the spoke nipples, now made from aluminum, are lighter this year.

## SUSPENSION:

**Rear:** For the second year in a row, Yamaha has completely redesigned its rear suspension system. The shock-to-swingarm linkage has been greatly simplified to render the spring and damping rates less-progressive—that is, as the suspension compresses, leverage on the shock still decreases, but not as radically. And once again, to lower the center of gravity, the shock was repositioned lower



**Monocross rear suspension has received a rethink two years in a row**

*A lower shock and a different lever-ratio make a more competitive Yamaha.*

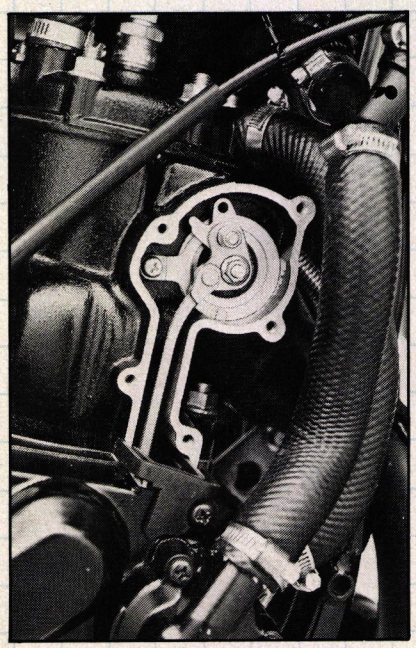
in the chassis. Yamaha still is the only major motorcycle manufacturer to build its own shock, and that damper unit again has adjustments for both rebound and compression damping.

**Front:** The front fork for the YZ is manufactured by Kayaba, but it's slightly different from the units found on other Japanese motorcycles. It incorporates a valve that opens several compression damping passages when the fork is compressed rapidly, resulting in the elimination of hydraulic lock on large bumps. The stanchion tubes remain 43mm in diameter.

## DETAILS:

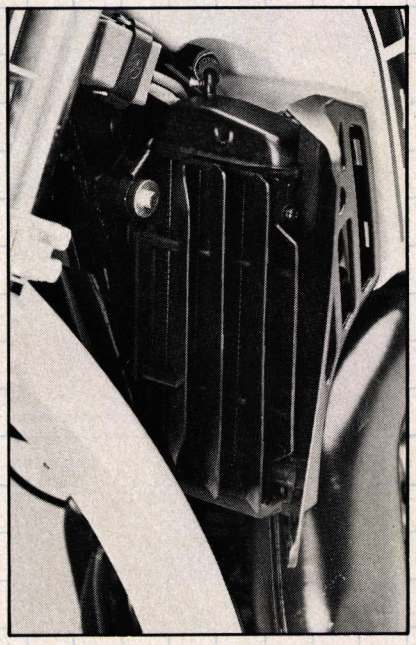
The seat still extends over the fuel tank, but that's one of the few parts left over from last year. The tank has been reshaped to accommodate the twin radiators, although it holds the same amount of fuel (2.5 gallons). Many other parts have been changed just to reduce weight. The kickstarter lever is aluminum, as is the arm of the folding shift lever. The handlebar levers have been hollowed-out, and the new twistgrip assembly uses a slider rather than a pulley.

Yamaha had to redesign the airbox to make room for the repositioned shock; consequently, the seat must be removed to gain access to the filter. And, for 1983, Yamaha has followed Husqvarna's lead by offering a 30-day limited warranty on the engine, frame, swingarm and rear shock only, meaning that you could compete in, say, half of the Golden State Series with those major components under warranty.



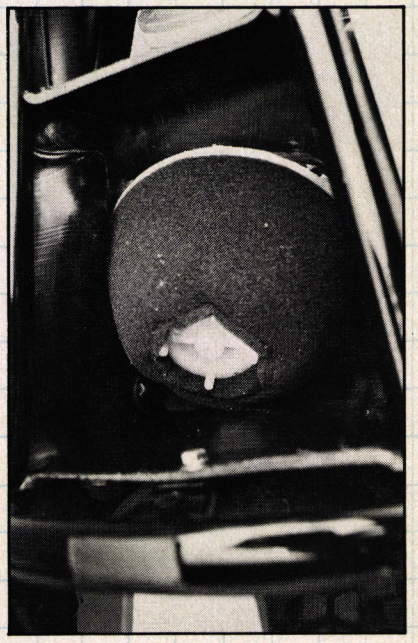
**YPVS, from the outside looking in**

*Sturdier links for '83.*



**Yamaha trys a two-radiator approach**

*Seeing it the CR way.*



**Filter access requires seat removal**

*Not all changes are improvements.*

*Continued*

# Will It Win?

• Admitting a mistake is tough, especially when you feel you really didn't do anything wrong. And calling last year's then-all-new YZ250J a mistake does seem a little hard to swallow. It was faster and better-suspended than any of its highly rated predecessors.

But the other all-new Japanese 250s also were good—better, in fact, than the Yamaha. So the YZ was relegated to fourth place in a field of four. Despite the fact that it was all-new, it had to be completely redesigned—again—and Yamaha knew it.

So the YZ250 was rethought. And the one change that stands in front of all the others is its dramatic 18-pound weight loss. If you don't think 18 pounds can make that much of a difference, then you haven't been so wrong since you thought Heikki Mik-

## COMPARATIVE TEST DATA:

| Make & Model | Wheel Travel, Front/Rear, In. | Weight (fuel tank empty), lb. | Weight bias, Front/Rear, percent | Steering head angle/Trail, degree/inches | Transmission, number of speeds |
|---|---|---|---|---|---|
| Yamaha YZ250–'83 | 11.3/12.3 | 217 | 47.9/52.1 | 28.0/4.7 | 5 |
| Honda CR250R–'83 | 11.5/12.2 | 217 | 48.2/51.8 | 26.8/4.1 | 5 |
| Husqvarna 250CR–'83 | 11.8/12.7 | 227 | 47.4/52.6 | 30.0/5.5 | 6 |
| Suzuki RM250–'83 | 10.7/12.4 | 219 | 47.9/52.1 | 29.7/4.8 | 5 |
| Yamaha YZ250–'82 | 11.0/11.0 | 235 | 48.5/51.5 | 27.5/4.6 | 5 |
| Kawasaki KX250–'82 | 11.2/11.3 | 220 | 47.0/53.0 | 30.0/5.1 | 5 |

kola was a Finnish soft drink. Indeed, 18 pounds can make an incredible difference in the way a bike handles, stops, goes, absorbs bumps or doesn't absorb bumps. And the YZ proves it. There isn't a single performance aspect of the Yamaha that isn't better this year, and in most cases the improvements can be traced directly to the weight decrease.

Not only is the YZ easier to ride, it's easier to ride *fast*. In fact, it likes being ridden fast most of all. There are two distinctive levels of handling with the YZ. The low-speed first level isn't that impressive. The machine feels light, but it still requires a forceful push on the grips to initiate a turn. Then once you start turning up the wick and hitting the turns with the throttle open, the YZ changes faces and becomes an easy-to-turn and fun-to-ride machine. Even mid-turn line switches are easy; you just shift your weight slightly and feed the Yamaha more gas. The YZ always seems hungry for more throttle, so the situations in which right-hand over-twist can get you in trouble are few.

Even on the straights, the bike has an appetite for speed. And this Yamaha is stable enough to make a Husky desert-rider jealous. With stock gearing, the Yamaha tops out at a much greater speed than you would ever want to go on a motocross track. But even at that kind of speed it doesn't have any inherent twitches or bad habits. It just attacks the holes and whoops without complaint. And the same holds true on a 40-mph motocross straight.

Suspension is a big part of the YZ's high-speed stability. The K-model's rear suspension is worlds better than that on last year's YZ250. The '82 model could be made to work, but you don't have to *make* the new YZ do anything; it works well as delivered. If the 1983 suspension systems from Honda, Suzuki and Yamaha had to be ranked, the YZ would fall just ahead of the RM and behind the CR. All three work well on large whoops and when landing from tall jumps, but only the Honda takes on the little stuff with equal competence. And the Yamaha picks up points over the Suzuki in the range of riders that can adapt to the machine without suspension modification. Riders weighing from 150 to 190 pounds were able to hop on the YZ and feel comfortable with little suspension adjustment.

The fork performs well, too, but doesn't rate as highly as the Monocross rear end. Our test riders felt the fork was a shade on the soft side, but they still were unable to bottom it. The fork uses a pop-off valve that reduces compression damping when the fork is compressed rapidly. That makes the front suspension very effective in dealing with sharp, sudden jolts.

At both ends, the suspension seems too quick to react to braking and acceleration when the rider starts picking up his pace. The front dives and the rear extends going into a turn, and then the machine teeter-totters in the opposite direction on exit. Firming-up the compression damping on the rear shock, and perhaps increasing the preload about two millimeters, will get the rear end in line. Up front, though, going to heavier fork springs seems to be the best answer. The problem isn't severe, and Yamaha does offer a selection of fork and shock springs through its dealers.

Unlike the suspension, the engine falls more in line with the YZ's overall personality—that is, the harder you ride, the better it is. The machine's best power zone is way up top, and that further emphasizes the YZ's split personality. If you come into a turn at low rpm, chances are you'll come *out* of that turn at low rpm. You have to keep the YZ on the powerband if you want to stay competitive in the race. When you do keep the motor screaming, the YZ will produce more power than anything in its class—with the possible exception of a Suzuki RM250.

Coming off the starting line, the YZ drives the same point home. If you want to be first into the first turn, you have to keep the revs up. In repeated start-chute drag-races, the YZ managed to top a Honda CR250 about half of the time. The Honda came off the line consistently well, but the YZ either rocketed out of the hole and won, or bogged and lost. It was, of course, pilot-error in each loss situation, but only because launching the YZ demands so much more concentration.

And that's the way it is all the way around the course on the YZ. It's easy to understand why Broc Glover and Rick Johnson do so well with the machine—they don't make many mistakes. But Novices and Beginners *do* make mistakes, and while the YZ will tolerate that kind of behavior as well as most bikes, it won't show what it can really do until it's guided around the track by an experienced rider. Not necessarily a Pro, mind you, just a rider who can keep his mind on business throughout a moto. Then the YZ is one of the best choices you can make. It's a machine that can compete with a works bike. And so it isn't surprising that it insists on being *ridden* like one. —*Ron Lawson*

## Ride Review

• Any resemblence between this year's YZ250 and last year's is purely coincidental. Or maybe even accidental. Because aside from them both being yellow and having the name "Yamaha" stuck here and there, they almost could have been made by two different companies. And not just due to their mechanical dissimilarities, but because of the way they perform.

It's a welcome change, too, since I always came away from a ride on the '82 YZ feeling like I had just lost a round of hand-to-hand combat with a 235-pound opponent. I couldn't get the bike to steer where and how I wanted, I never knew how or if the unpredictable power-valve was going to affect acceleration, and even though the suspension had a bazillion adjustment possibilities, none of them would allow the YZ to competently soak up both small ripples and big bumps.

The new YZ is nothing like that at all. It carves around corners like a precision instrument, the redesigned power-valve now is an asset instead of a liability, and the suspension smooths out bumps of all shapes and sizes. Still, for me, the biggest difference between the '82 and '83 YZ250s is that while I wouldn't have owned the old one on a bet, the new one can park its knobbies in my garage any time.

—*Paul Dean*

• I probably can ride the new YZ250 as fast as any motocrosser I have ever thrown a leg over. The trouble is, I'm not sure how long I could maintain the frantic pace it requires. While the YZ is unquestionably quick, it demands total concentration from its rider. From the very first turn, you can't stop thinking about the motor, which despite Yamaha's claim to the contrary, seems to have an even narrower powerband than before; it's a screamer that demands constant use of the clutch. Luckily, the clutch does its job well and takes little physical effort. Unfortunately, the mental effort is much higher.

And like the motor, the chassis calls for high-level concentration to reveal its finer points. When I tried hard I could make the slightly slow-steering YZ go just about anywhere I wanted. But, like a high-strung racehorse, the 250 always felt ready to buck me off the moment I let my concentration drop.

In fairness, I must point out that the new YZ never did anything bad without provocation. In fact, the Yamaha let me turn some of the fastest laps my stopwatch has ever recorded. But with some equally competitive bikes around, I'm not sure I want to have to concentrate this hard on winning races. —*David Dewhurst*

*Continued*

# CYCLE GUIDE SPECIFICATIONS

## Yamaha YZ250K motocross

**IMPORTER:** Yamaha Motor Corporation USA, 6555 Katella Avenue, Cypress, California 90630

**SUGGESTED RETAIL PRICE:** $2269

### ENGINE

Type ..... liquid-cooled two-stroke vertical single
Port arrangement ..... one reed-valve-controlled intake, four main transfers, one booster transfer, one variable-height exhaust
Bore and stroke ..... 68.0mm x 68.0mm
Displacement ..... 247.0cc
Compression ratio (corrected). . . variable from 7.4 to 9.2:1
Carburetion ..... one 38mm Mikuni slide/needle
Air filter ..... washable two-stage oiled foam element
Lubrication ..... pre-mixed fuel and oil
Starting system ..... primary kick
Ignition ..... internal-rotor magneto CDI
Charging system ..... none

### DRIVETRAIN

Primary drive ..... straight-cut gears; 2.625:1 ratio
Clutch ..... wet, multi-plate
Final drive ..... #520 chain (5/8-in. pitch, 1/4-in. width); 3.692:1 (48/13) ratio

| Gear | Internal gear ratio | Overall gear ratio | MPH per 1000 RPM |
|---|---|---|---|
| I | 2.143 | 20.769 | 3.74 |
| II | 1.750 | 16.962 | 4.58 |
| III | 1.368 | 13.263 | 5.86 |
| IV | 1.095 | 10.615 | 7.32 |
| V | 0.913 | 8.849 | 8.78 |

### SUSPENSION/WHEEL TRAVEL

Front ..... Kayaba air-spring, 43mm stanchion tube diameter/11.3 in. (287mm)
Rear ..... single Yamaha shock, 20-position adjustable compression damping, 25-position adjustable rebound damping, 25mm spring preload range/12.3 in. (312mm)

### BRAKES

Front ..... drum, double-leading shoe
Rear ..... drum, single-leading shoe, straight-pull cable-operated

### TIRES

Front ..... 90/80-21 Bridgestone Motocross M33
Rear ..... 140/80-18 Bridgestone Motocross M32

### DIMENSIONS AND CAPACITIES

Weight ..... 217 lbs. (98.4kg)
Weight distribution ..... 47.9% front, 52.1% rear
Wheelbase ..... 58.0 to 59.0 in. (1472 to 1499mm)
Seat height ..... 36.5 in. (927mm)
Handlebar width ..... 32.3 in. (820mm)
Footpeg height ..... 16.3 in. (413mm)
Ground clearance ..... 12.6 in. (320mm), at engine cradle
Steering head angle ..... 28.0 degrees from vertical
Front wheel trail ..... 4.69 in. (119mm)
Frame ..... tubular chromoly steel, single front downtube
Fuel tank ..... plastic, 2.5 gal. (9.5*l*), no reserve
Instrumentation ..... none

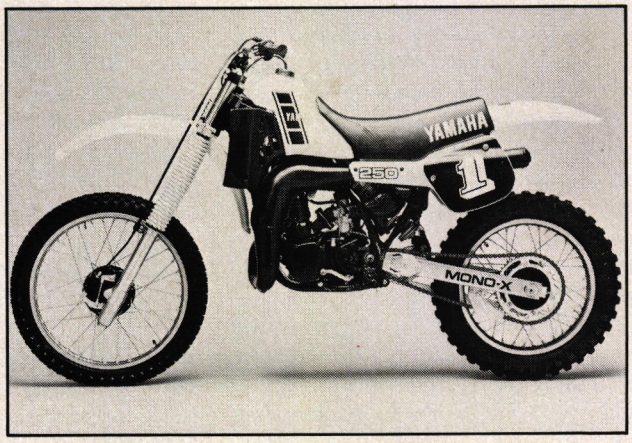
### PERFORMANCE

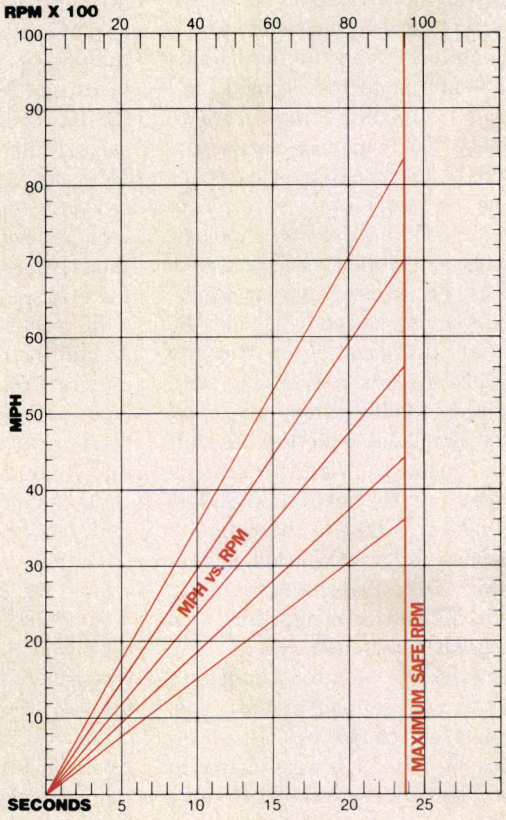
Top speed (observed) ..... 81 mph (130 km/h)

**WARRANTY:** 30 days on engine, frame, rear shock and swingarm only

**AVAILABLE COLOR:** yellow only

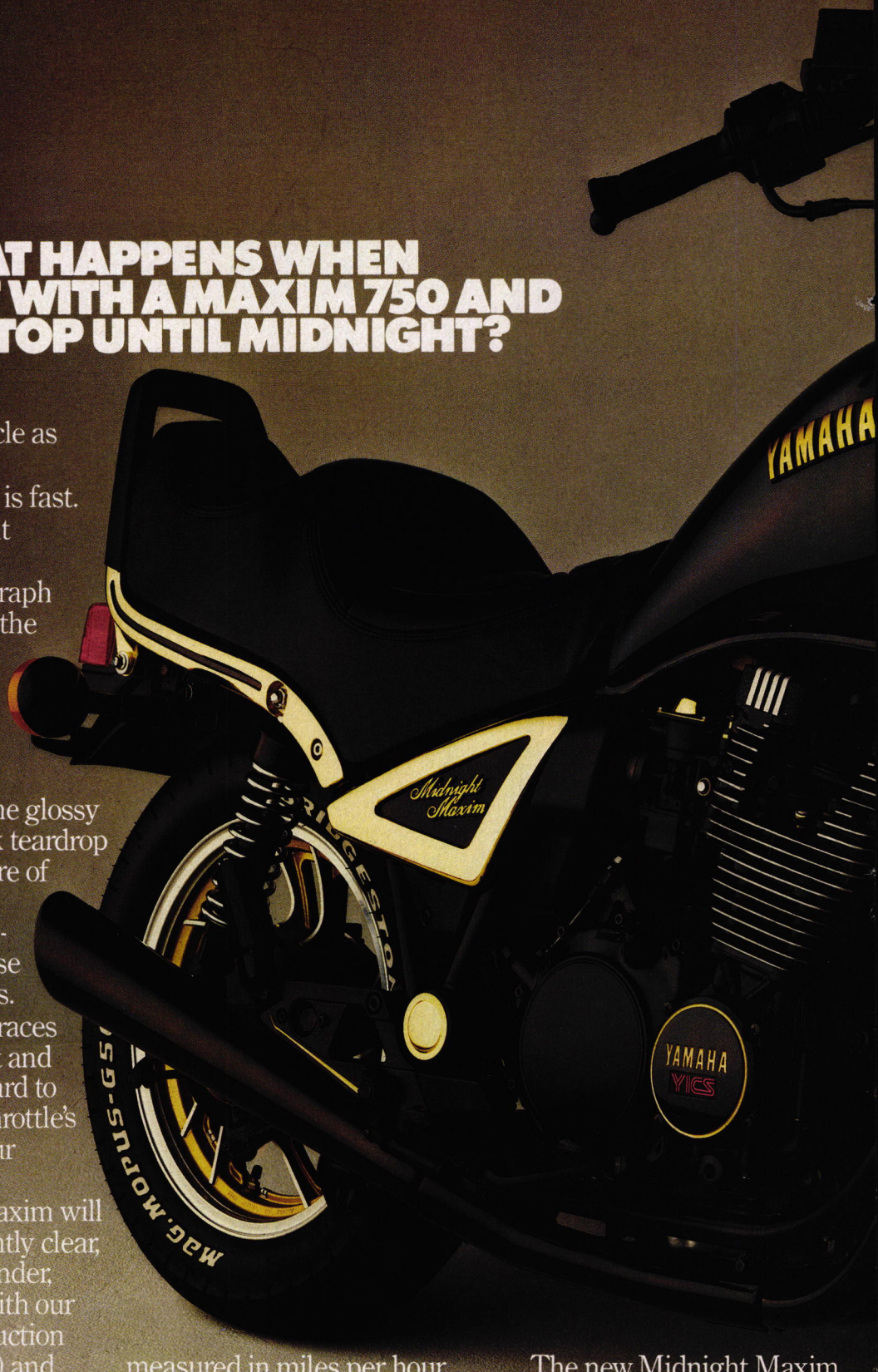
All weights and measurements are taken with machine unladen and fuel tank empty



DON'T FOLLOW ANYONE.
YAMAHA
If you want a motorcycle that looks and performs like a Yamaha, you'll have several to choose from this year.
Not all of them are Yamahas. The competition has been busy working on their copies.
But then, we've been busy, too. Perfecting the originals. And creating some exciting new models they haven't even thought of yet.
The 1983 Yamahas.

# WHAT HAPPENS WHEN YOU START WITH A MAXIM 750 AND DON'T STOP UNTIL MIDNIGHT?




You get a motorcycle as fast as it is black.

And as black as it is fast.

Our new Midnight Maxim 750.

While this photograph hardly does justice to the Midnight Maxim's ability to shorten a city block, it does afford you a lingering look at midnight, as defined by Yamaha. The glossy blackness of the sleek teardrop tank. The subtle texture of the engine's black Krinkle finish. The oil-polished sheen of those black chrome tailpipes. And countless other traces of the tender loving fit and finish you may find hard to appreciate once the throttle's in your hand. And your heart's in your mouth.

Because as this Maxim will quickly make abundantly clear, its ultra-narrow, 4-cylinder, DOHC power-plant with our patented Yamaha Induction Control System (YICS) and highly efficient shaft-drive produce a precision acceleration few 750's can measure up to.

Then there's what can't be measured in miles per hour. Handling. The steady throatiness of the pipes. The sheer elegance and arrogance of all that black and gold.

The new Midnight Maxim 750, from Yamaha.

Seen here as it will rarely be seen anywhere else:

Standing still.

MAG. MOPUS-L303
BRIDGESTONE

If you think that the Midnight Maxim 750 is a tough act to follow, consider the following:

The Maxim 650, 550 and 400.

Three motorcycles that are as dazzling from a standing start as they are standing still.

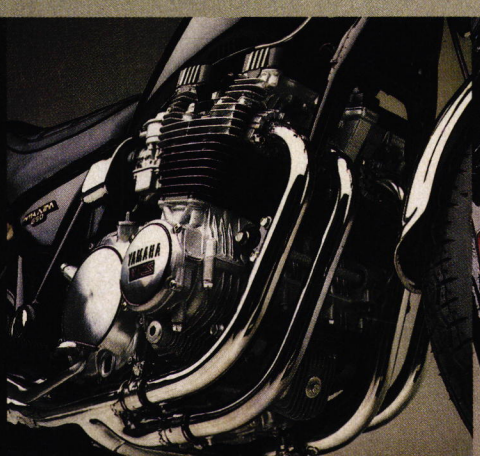
Take our shaft-driven 650, for example. The first Maxim ever designed, and still, pound-for-pound, the most powerful production 650 ever made. Not only does its 4-cylinder engine measure narrower than a twin, its 12.6* second quarter-mile time and 125 mph top speed put it in a performance class with bikes 100, even 200 cc's bigger.

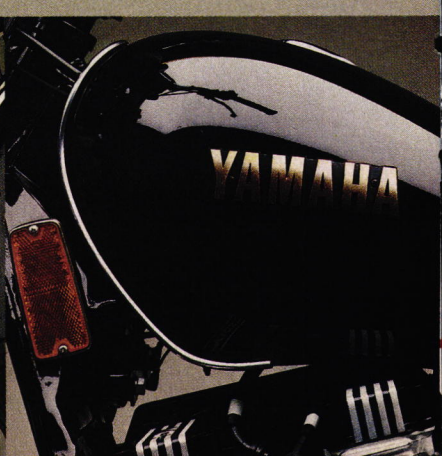
In addition to tearing up some pavement, the Maxim 650 also paved the way for our chain-driven Maxim 550.

To say that the 550 is quick is an understatement. Like the 650, it uses our exclusive Yamaha Induction Control System (YICS) to pull more power from less engine. Consequently, like the 650, it makes such short work of the quarter-mile, you'd suspect there are an extra hundred cc's stashed somewhere between

# THE MOST BEAUTIFUL MAXIMS THIS SIDE OF MIDNIGHT.

*Source: Cycle Guide





the tank and the tailpipes.

Last, least, and proud of it, is our Maxim 400. Painstakingly engineered to weigh less, cost less and consume less. All without being any less of a Maxim.

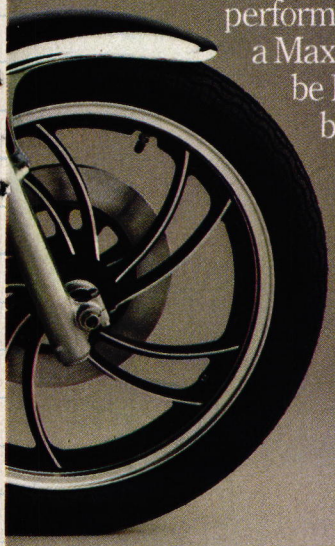
It's powered by a DOHC, twin cylinder engine that puts out more horsepower than any other twin its size. Yet it's 3.6 inches narrower than the nearest competitive 400 machine.

YICS keeps the engine running as lean as it is narrow.

And while a counter-rotating balancer keeps the twin running almost as smooth as a four, our race-proven Mono-shock rear suspension system resurfaces the road as you ride.

The Maxims, from Yamaha.

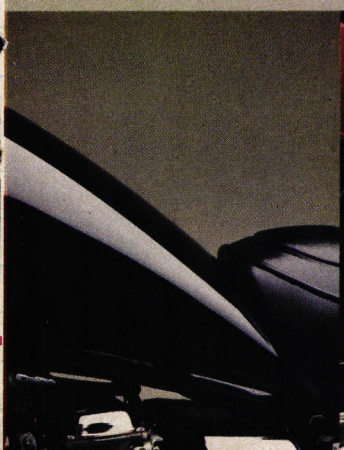
Motorcycles whose stunning good looks and overwhelming performance prove a Maxim need not be Midnight to be timeless.

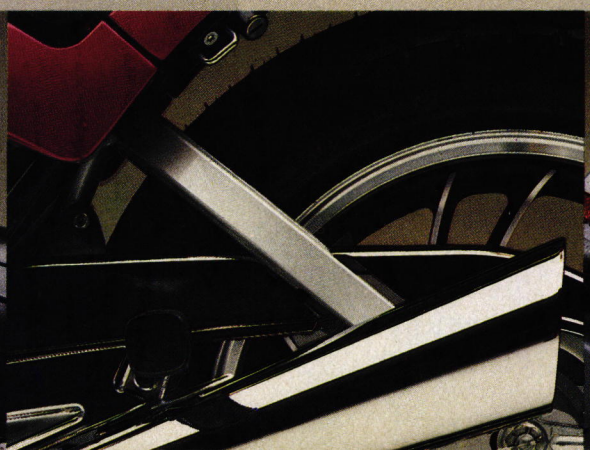


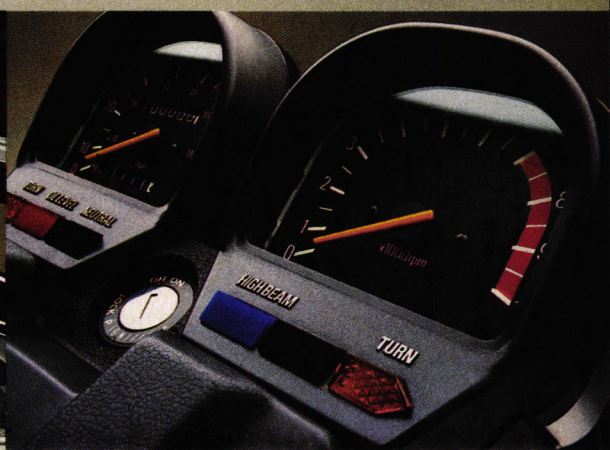
*Maxim 650*

*Maxim 550*

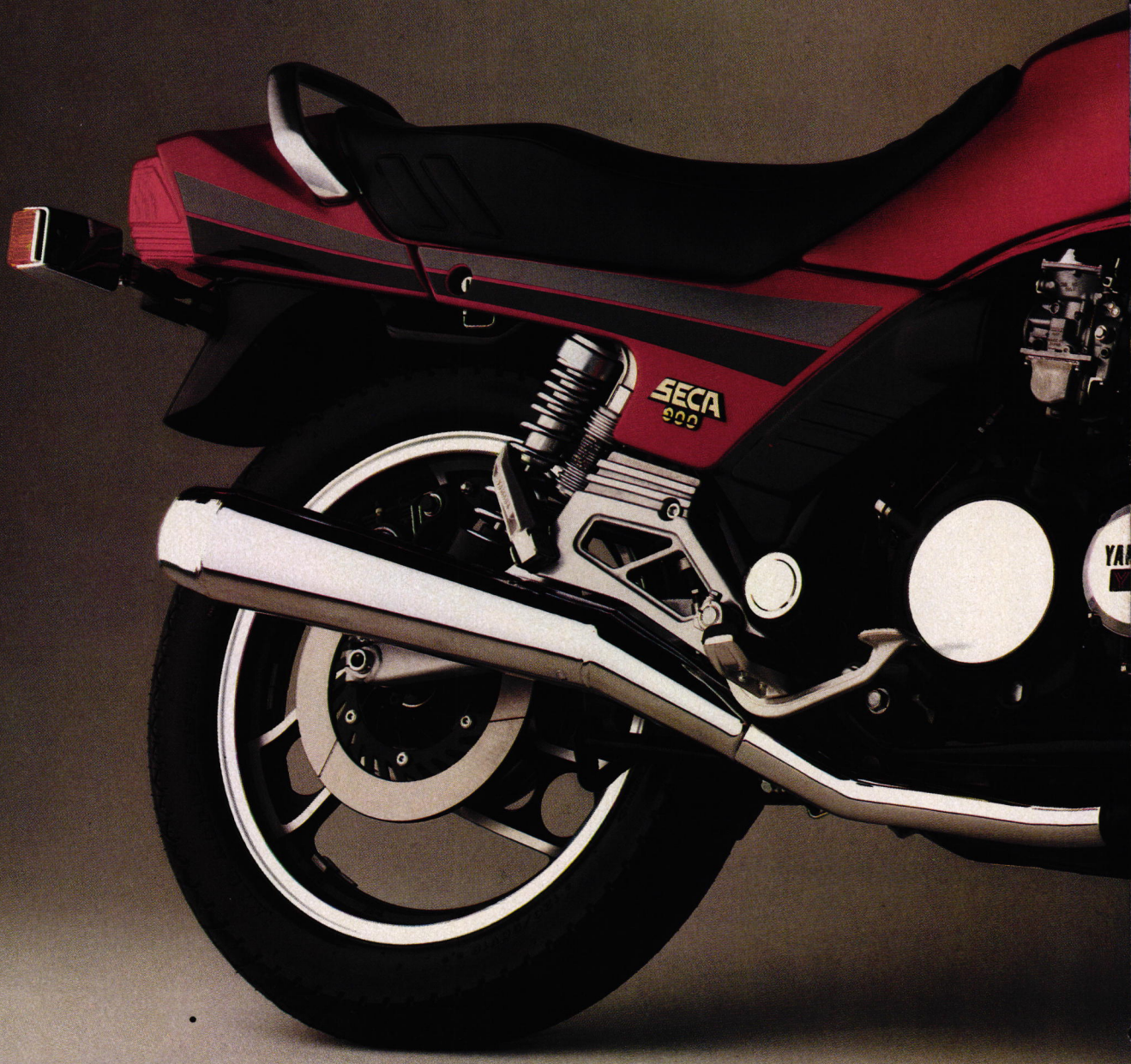
*Maxim 400*







# THE SECA 900. GUESS WHY IT HAS A FAIRING AND TRIPLE DISC BRAKES.




We'll give you a clue.

It's the very same reason it has anti-dive front suspension, rear gas shocks with remote reservoirs, low-rise handlebars and rear-set footpegs.

If you guessed lots of horsepower, you're close.

If you guessed 97 horsepower, you're right. And you're probably on your way to your nearest Yamaha dealer.

And who could blame you?

After all, this is a motorcycle designed as much on the race track as it was on the drawing board. A motorcycle that comes out of the crate with a reputation for being quick, nimble, beautiful, and anything but ordinary.

Take the engine, for example.

Besides being incredibly powerful, it's also incredibly

lightweight and narrow. So narrow, in fact, that it allows the newest Seca an exhilarating 49° banking angle. Making for the kind of handling that can turn the tightest, twistiest stretch of pavement into an expressway.

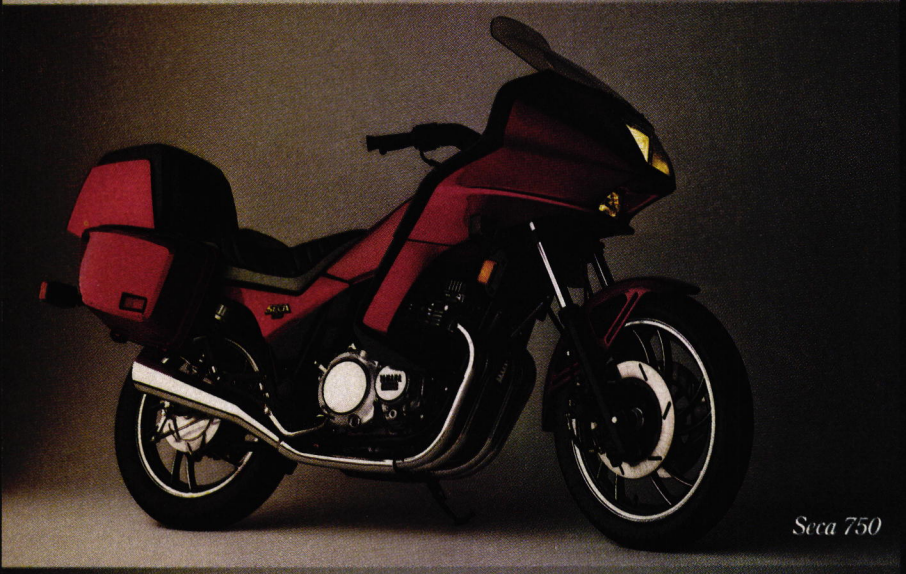
As you might expect, the 900 has its more civilized side, too.

There's a new ultra-smooth, shaft-drive, adjustable front and rear suspension, adjustable handlebars and an integrated tank/seat combination that puts you in the perfect position to get the most out of the machine.

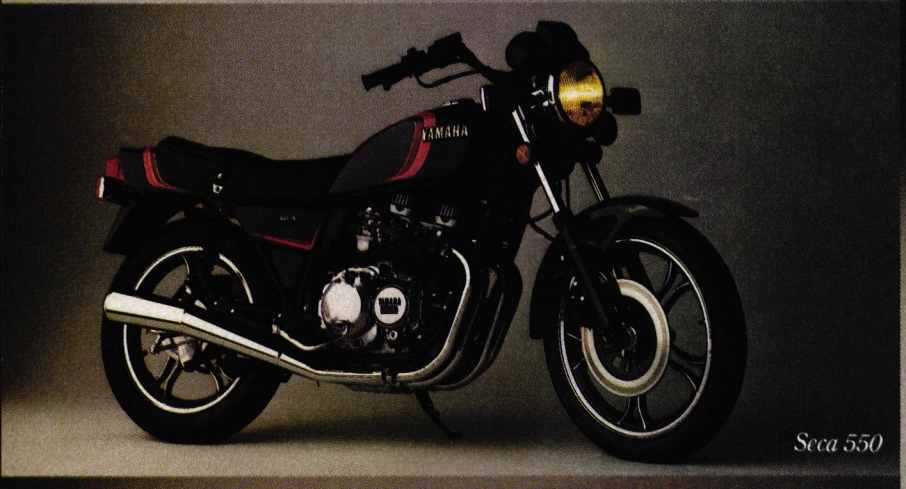
All things considered, this may be as close to the perfect high performance motorcycle as anyone has ever come.

In other words, a Seca.

*Seca Turbo*



*Seca 750*




*Seca 550*

*Seca 400*

It's entirely up to you.

You could, at the drop of a hat, take any one of these motorcycles and simply head for your favorite stretch of canyon road. Or, at the drop of a flag, head for your nearest racetrack.

Because these are the motorcycles that will straighten the esses and shorten the straights like nothing else on two wheels. Motorcycles as responsive, efficient and maneuverable as they are fast.

And are they fast.

Take our Vision, for example. The fact that it's a shaft-driven, Monoshock suspended, 552cc, DOHC, dual-exhaust, water-cooled

# FIVE YAMAHAS THAT COULD TEMPT YOU TO TRADE LICENSE PLATES FOR NUMBER PLATES.

vee with four valves per cylinder and a 10,000 rpm red-line, earns it some technical points for those of you keeping score.

But its real victory over the run-of-the-mill road-burner results from pitching it into a turn, leaning it over an easy 48 degrees and rolling on the throttle. An exhilaration that leaves flat-out acceleration seeming just that. A little flat.

The same is true of our Seca series. The 750, Turbo 650, 550 and 400.

Like the Vision, the Seca Turbo and Seca 750 both sport those gorgeous fiberglass fairings for good reason. To move air out of the way. Fast.

And when it comes to impressive technological achievements, the Secas have plenty of claims to fame. The Turbo 650's compact, efficient turbo unit, with its unique reed-valve/surge tank set-up to virtually eliminate "turbo lag." The 750's Computerized Monitor System, anti-dive front braking system and 11.99 second quarter-mile time.

The 550's Yamaha Induction Control System. The 400's Monoshock suspension system.

The Yamaha Secas. And the Yamaha Vision.

Whether you buy one for the thrill of riding or the thrill of victory—whether you actually trade your Levis for leathers—doesn't really matter.

It's knowing you could.

*Vision 550*

For some of you, the Yamaha Viragos offered everything you'd been looking for in a street bike. Performance. Technology. Style.

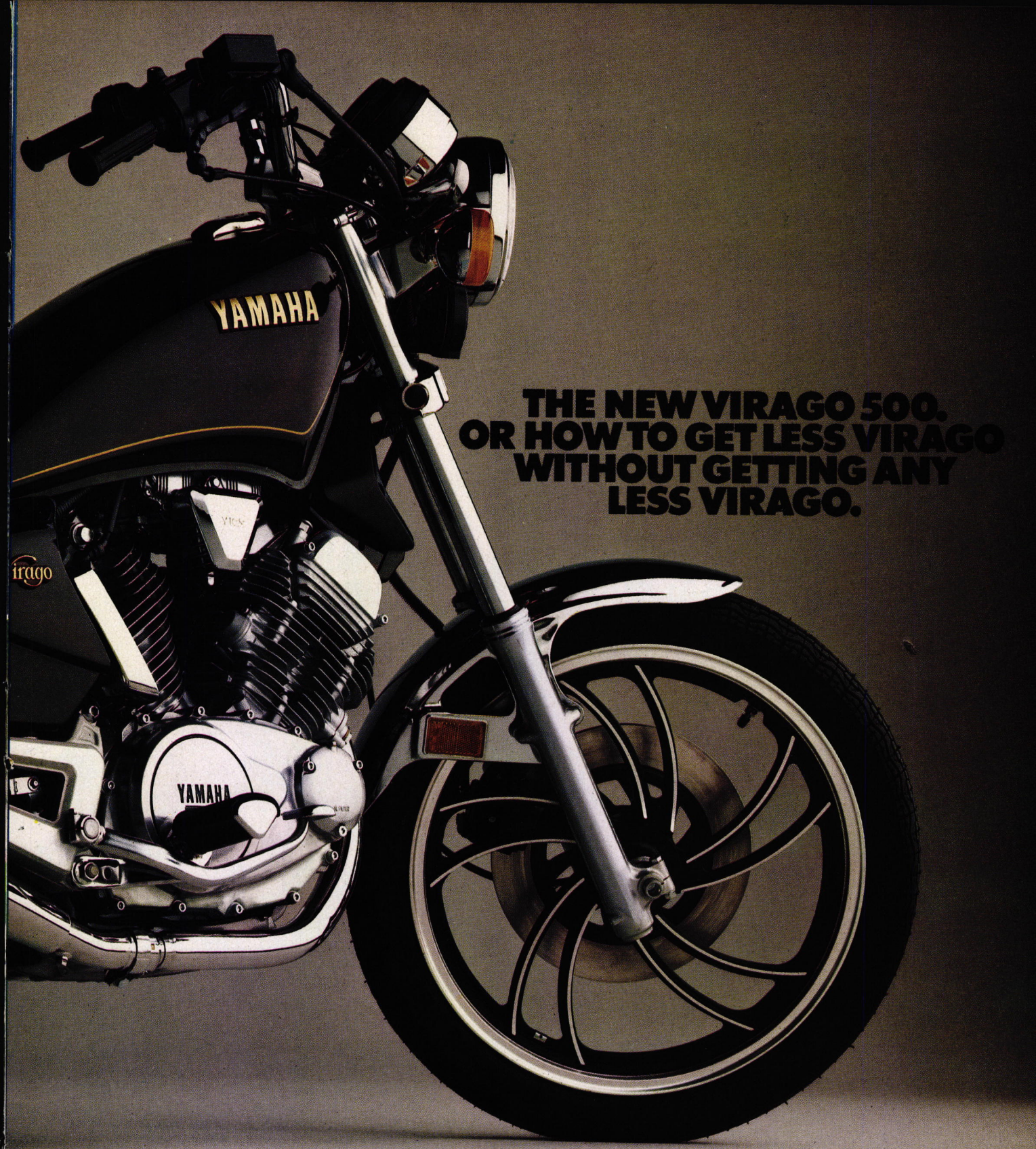
And several hundred more cc's than you had in mind.

The new Virago 500 is more what you had in mind.

This mid-size beauty looks every inch a Virago. Because it *is* every inch a Virago. With the same locomotive kind of power as the 750 and 920. Plus an assortment of technological innovations to call its own.

The ultra-narrow 494cc V-twin is so smooth, there's no need for a balancer.

Its 70° cylinder angle, coupled with our unique dual downdraft variable Venturi carburetor set-up and our exclusive Yamaha Induction Control




# THE NEW VIRAGO 500. OR HOW TO GET LESS VIRAGO WITHOUT GETTING ANY LESS VIRAGO.

System, cranks out more low-to-mid-range torque than V-twins are already famous for.

There's even a combination side cover/air scoop for more efficient rear cylinder cooling.

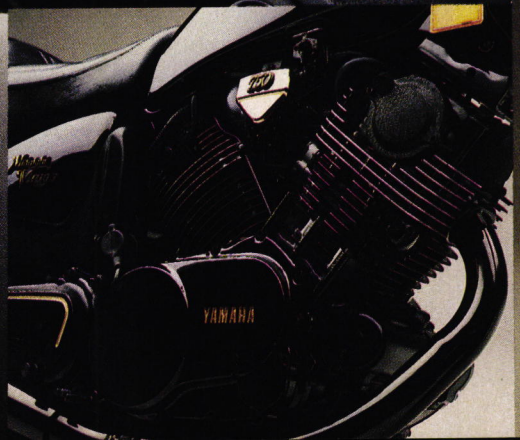
As for the nimble handling you expect from a mid-size machine, it's never been nimbler, thanks to a number of things.

The lowest seat height in the over-400cc class, for one. Our road-leveling, adjustable Monoshock rear suspension, for another. And significant weight reductions in every major component, from the cast aluminum alloy wheels to the totally redesigned shaft drive.

So, if the only thing that's kept you from buying a Virago is that it doesn't quite fit, see your Yamaha dealer.

Your size is now in stock.

# Midnight Virago



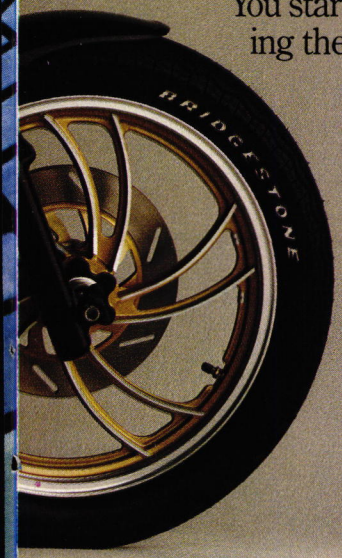
*Virago 750*

# SOME PEOPLE SAID IT WAS IMPOSSIBLE TO IMPROVE THE VIRAGO. NOTHING IS IMPOSSIBLE.

But it was definitely a challenge. Even for Yamaha.

After all, how do you improve a motorcycle that was an instant classic? A motorcycle whose intimidating appearance and ominous rumble were responsible for the first recorded cases of pedestrian whiplash?

You start by keeping the rumble.




And you concentrate on the intimidating.

The result is the motorcycle you see here. The new Midnight Virago 920. And, the motorcycle you don't see here, the new Midnight Virago 750.

These limited-edition models of our 1983 Virago 920 and 750 were created, with malice aforethought, to make anything the competition dreams up look pale by comparison.

And what could begin to compare with Yamaha's brand of black magic?

The exclusive black Krinkle finish on the engine. The bottomless black gloss on every other painted surface. The shimmering, oil-polished black chrome of the pipes.

Accented from headlight to grab-rail with subtle touches of gold.

Of course, beneath that intimidating new exterior there lurks the technological innovation that makes any Virago a Virago: that still-unique combination of V-twin power and torque, shaft drive civility and Monoshock comfort.

Everyone who's seen the new Midnight Viragos has been, at the very least, awestruck. In fact, they don't think we could possibly improve them.

And, this time, they could be right.

*Virago 920*

# EVERYTHING YOU COULD WANT IN MOTORCYCLE. AND 16 WAYS TO GET IT.

*Seca Turbo*

*Midnight Maxim 750*

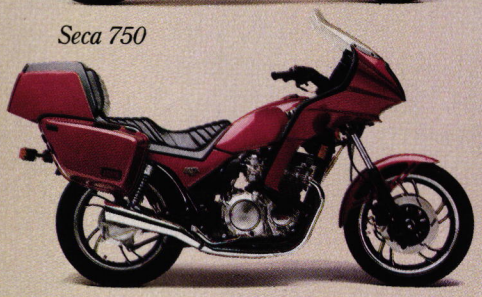
*Midnight Virago 920*

*Seca 900*

*Maxim 750*

*Virago 920*

*Seca 750*



*Maxim 650*

*Midnight Virago 750*

*Seca 550*

*Maxim 550*

*Virago 750*

*Seca 400*

*Maxim 400*

*Virago 500*

*Vision 550*

At Yamaha, we know that there are at least as many reasons for riding a motorcycle as there are people riding motorcycles.

So we think the toughest thing about buying a motorcycle should be determining what it is you're looking for.

Not where to find it.

Which is why we build the sixteen unique Yamahas you see here.

And why your next stop should be your Yamaha dealer.

**YAMAHA**

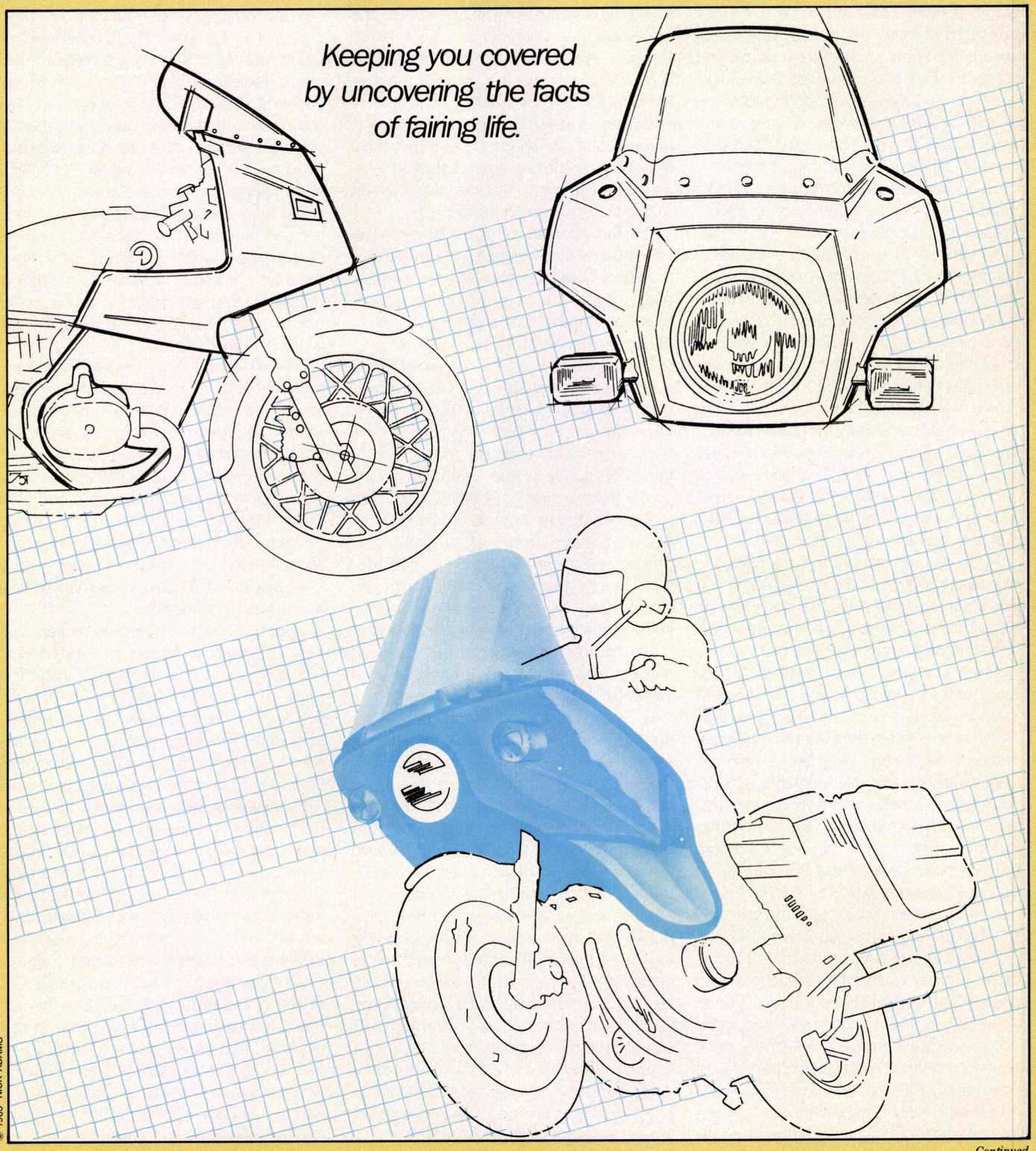
THE WAY IT SHOULD BE.™

ONE YEAR UNLIMITED MILEAGE WARRANTY. *Warranty terms are limited. See your Yamaha dealer for complete details. Motorcycle specifications are subject to change without notice.*

## Cycle Guide's

# SPECIAL EDITION:

# MOTORCYCLE FAIRINGS AND WINDSCREENS




© 1983 NICK ADAMS

*Continued*

**A FAIRING** is probably the most popular accessory to consider adding to a street bike. And a fairing also can be the most important, since it usually represents the biggest single change that an accessory can make to a motorcycle.

That importance hangs on the number of things a fairing–any fairing–does to affect the motorcycle. The addition of a fairing alters, often drastically, a bike's appearance. It increases a motorcycle's total weight, considerably, in many cases. It can have a major effect on the way the motorcycle rides, steers, handles, accelerates, stops and reacts to wind and road irregularities. Fuel economy and high-speed performance can be affected for the worse–or better. And while a fairing might make riding the bike more pleasurable in some ways, it can make it less so in others, depending upon things as unpredictable as the weather, or as uncontrollable as your own size.

To add even more complexity to the selection of a fairing, consider that what's good for one rider is not necessarily the best choice for another, even if both have the same apparent requirements. Most fairings will cost more than $100, and often they'll cost several times that amount. Installation can take only a few minutes for some simple windshields, but the larger wind-movers might very well involve changing several other things on the bike; these changes aren't all necessarily easy or favorable, and you might have to buy additional hardware or accessories before everything is acceptable.

All things considered, then, the purchase of a fairing is a major decision affecting you and your bike. And while the result can be beneficial and rewarding, that decision should include careful consideration before buying. It's an expensive purchase you'll have to live with for a long time and maybe longer miles. So we want you to make it a good one.

We think there are probably two major reasons you might consider a fairing. First, you want protection from the elements. Second, you want improved performance. And related to both is style. Maybe you just want to look like a cross-country traveler or a recent fugitive from a racetrack–the clue is, of course, in where or how you ride. But even if appearance is your major goal, the selection of a fairing requires no less careful thought.

If you're after weather protection, a bigger fairing typically offers more. In fact, you can ride through a torrential downpour behind some fairings and, except for your shoulders, boots, gloves and helmet, you'll still be dry. A big fairing also will keep you warmer in cold weather by reducing cooling breezes, but as a tradeoff, it might also keep you pretty warm in summer, too. Bigger fairings also weigh more than smaller ones, obviously.

Performance is another matter. Here, you look for more speed though improved aerodynamics. Better aerodynamics, in fact, help all riders; what the racer looks for as more miles per hour, the touring rider measures as more miles per gallon, all because the bike slips through the air more easily. But be careful; not all fairings offer an aerodynamic improvement–some are worse.

While there can be very specific reasons for buying a fairing, arrayed on the plus side are an enormous number of options. Which is why we've assembled this CYCLE GUIDE Buyers' Guide. Probably, if you're in the market for a fairing, you've already narrowed the choice down to at least a general concept of purpose, size and shape. Beyond that, there is quite likely a more varied selection available than you might imagine, including how to join your fairing and motorcycle.

You can, for instance, bolt a fairing to the handlebar or fork–where it will turn with the front end–or to the frame–where it won't. As a general rule, handlebar-mount fairings are lighter and smaller than those that attach to the frame. *Generally*.

The rationale for a frame-mounted fairing is that, being attached to the bike in a fixed position, it will induce less steering-wobble, its weight will be supported better, and it will have fewer negative effects on the bike. All these things may be true–or not, depending on the individual fairing and how it attaches to a particular bike. A frame-mounted fairing also can impose more of an installation problem–you'll probably have to consider more bracketry, removing the headlight and stock turnsignals, and hooking up a not inconsiderable amount of wiring. On the other hand, a handlebar-mount unit might go on in minutes, and only in rare instances will its installation require major wrench-work.

For years a rider could choose from among only a few distinct styles. Touring types traditionally went for the barn-door frame-mounts. Commuters most often hooked up a bar-mounted variety, a simple windshield or a small fairing to keep the morning bugs off. Racers–or riders who wanted to look like racers–opted for the tiny bar-mounted quarter-fairings, or lightweight frame-mounted race fairings. But now, technology and market demands are changing the fairing market. There are smaller frame-mounts for the race crowd; bar-mount fairings offering protection for the touring riders; sport fairings that allow instruments or sound systems; bar-mounts with storage capacity; clear windshields with full frontal coverage. Essentially, this means that if you can't find what you want, you haven't yet looked through this Buyers' Guide.

And when you do peruse the following pages, keep in mind that a fairing is a very personal item. What has worked for someone else might not work for you. Ideally, you should ride behind your chosen fairing before parting with your money and that fairing should be mounted on a bike identical to yours. That's seldom possible, but if you *can* find someone with the same model bike as yours–and the fairing you want as well–don't hesitate to quiz him on the combination.

In becoming better-educated on your choice of fairing, remember to check out the windshield height. Some riders prefer to look over the shield, some through it, but it can be annoying if the edge cuts directly across your line of vision. If that's the case on the fairing you want, perhaps alternate windshields are available. Some fairings create a turbulent wake behind the windshield, and the wind comes up, over, behind, and buffets you from the back, which can be much more unpleasant than just a straight stream of air from the front. Sometimes this can be cured by a different windshield height or shape, or by adjusting the mounting so the fairing rides at a different angle.

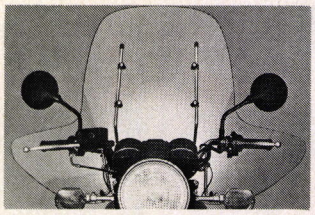
Look for quality in the brackets, hardware and fasteners, and read an instruction sheet to see if it's clear and if the manufacturer seems to have carefully thought it all out. Before you buy a fairing, find out if you'll have to drill holes or make major wiring connections.

All this wraps up into the time-honored Buyer Beware. Even if you don't know much about product specifics, by exercising reasonable judgment you stand a better chance of ending up with a quality-made fairing that's appropriate for your needs.

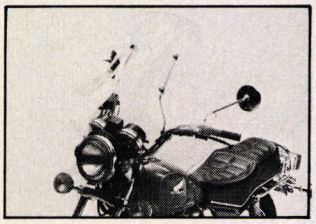
Once that new beauty is mounted on your bike, you'll want to protect your investment. Common-sense maintenance will suffice most of the time–a good coat of wax, keeping the fairing clean and periodic inspections of the mounting hardware. A loose fairing will vibrate and is more likely to crack and break. Of all fairing maintenance problems, windshields pose the greatest challenge. Generally, they're impervious to just about everything except *cleaning*; the dirt and bugs aren't nearly as bad as the scrubbing that follows. Read the manufacturer's instructions–most advise warm, soapy water applied with a soft cloth–and avoid glass cleaners and paper towels like the plague.

We hope this helps with the selection, installation, and care of fairings. A look through the following pages will reveal just what's available. That leaves the easy parts up to you: Deciding what you want, and deciding where you want to ride once you've got it. And we bet that if you can handle the first, you've had the second in mind for a long time. ●

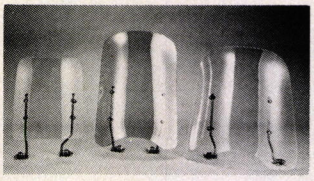
## TRANSPARENT



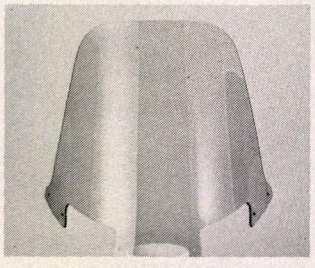
**B & S Plastics of Florida Inc.**
**P.O. Box 16212**
**Jacksonville, Florida 32216**
**(904) 268-6723**
**Invader B-5-S: $80.75 to $85.90 &**
**B-12-S: $108.95 to $119.25**
An acrylic plastic shield available in clear or smoke-tint and in either standard-length or with an extend lower section (B-12-S) for added protection. Both units feature universal-type four-point chrome-plated mounting systems. Each model can be ordered in versions to fit either round or rectangular headlights.



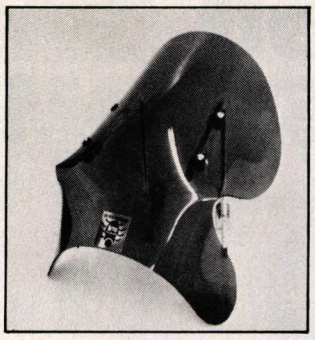
**CMP Inc.**
**200 South Cleveland St.**
**Cambridge, Minnesota 55008**
**(612) 689-4800**
**Encounter I: $89.95 to $94.95 &**
**Encounter II: $74.95 to $79.95**
Formed Lucite acrylic shields in light-smoke tint or clear versions and in a standard-length or with integral 8-inch lowers (Encounter I) for added protection. A rubber gasket helps seal around the headlight to reduce drafts and prevent rain from entering. Model PP-00 fits all round-headlight models except Honda CB900, CX500 Custom and Deluxe, and Yamaha XS850. Model PP-01 is for all rectangular-headlight bikes.



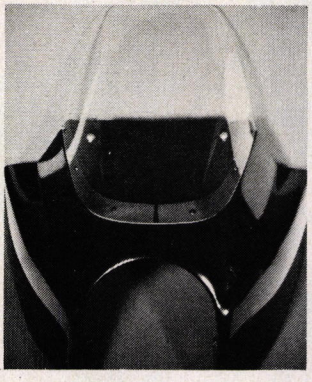
**Universal: $29.25 to $39.50**
Formed acrylic shields in three sizes and either clear or light smoke tint. Each comes complete with all necessary mounting hardware. Inquire to CMP for specific sizes and model recommendations.



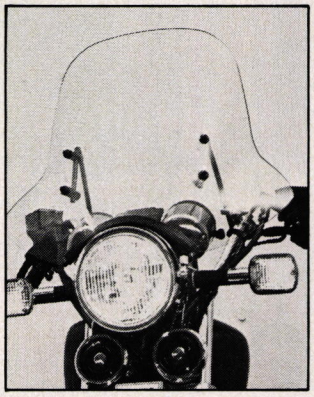
**Replacement Windshields: $29.50 to $42.50**
Formed acrylic replacement windshields for Pacifico Aero and Classic Fairings, Honda, Yamaha, Harley and other fairings. Snap-vent windshields include new snap-vents. Inquire to CMP for specific details before ordering.



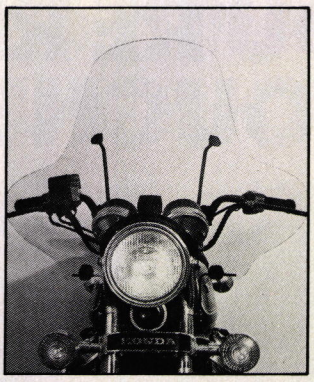
**Condor/Milne Distributing**
**429 North Azusa Ave.,**
**P.O. Box 517**
**Azusa, California 91702**
**(213) 334-5183**
**Black Widow Sportshield: $49.95**
Constructed of .125-inch acrylic plastic with a dark-smoke tint. A café-type, bar-mounted shield designed to fit 350cc-and-larger motorcycles with round headlights and either stock or café-type 7/8-inch handlebar. All mounting hardware is included.



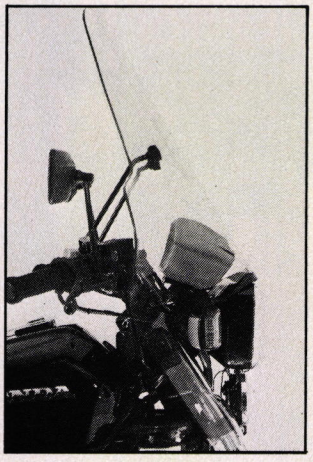
**Hawk 100: $109.95 to $119.95**
**Hawk 500: $149.95 to $159.95**
Universal-type, bar-mount fairings made of hand-laminated fiberglass with pinch-bolt mounting and acrylic Clearsite windshields. The Hawk 500 model is the same basic fairing as the Hawk 100, but with a tinted windshield and a dash panel for either sound-system mounting or storage. Both models are available with all necessary mounting hardware, in either white or black (higher price for black) finish.



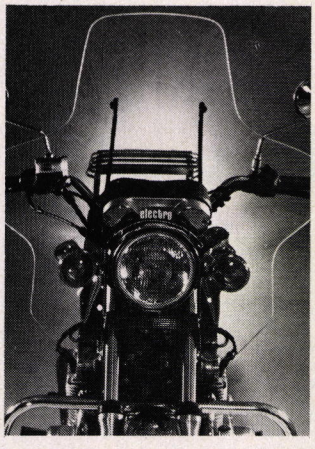
**Cyclear**
**158 Mills St.**
**Collierville, Tennessee 38017**
**(901) 853-0293**
**Short Stop: $49.95 to $54.95**
A compact, clear-plastic bar-mount unit, adaptable to most motorcycles, but developed for installation on Harley-Davidsons, Honda Magnas and smaller sport bikes. Comes complete with all necessary mounting hardware.



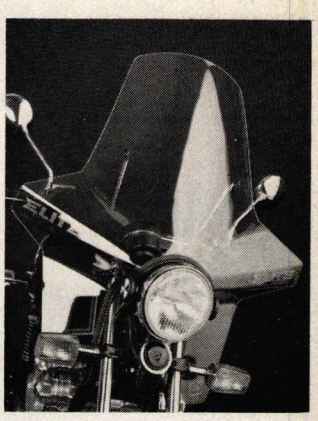
**Raven: $79.95 to $84.95**
A transparent plastic fairing designed for the day-tripper or commuter. Adaptable to a wide variety of machines. Comes with a neoprene seal around the headlight and with all mounting hardware. Contact Cyclear for exact adaptation information.



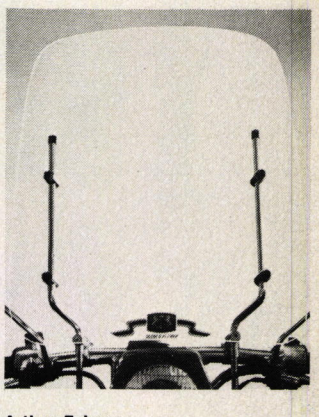
**Condor III: $99.95 to $109.95**
A large transparent fairing with integral lowers, providing the most weather protection of any Cyclear fairing. Many models are available, and utilize their specially developed Snap n'Strap mounting system for claimed two-minute mounting or dismounting. All hardware and instructions are included.



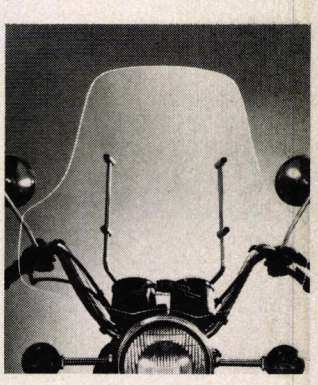
**Electro Inc.**
**P.O. Box 999**
**Memphis, Tennessee 38101**
**(901) 525-5711**
**Clearview: $69.95 to $97.95**
Constructed of 3/16-inch DuPont acrylic and mounted with black, baked-on-enamel hardware. A four-point, rubber-insulated mounting system is designed to fit most motorcycles. Available with or without integral lower sections and with either a clear or tinted windscreen.



**Elite USA**
**1252 East, 5375 South**
**South Ogden, Utah 84403**
**(801) 479-1207**
**Elite: $109.95**
Constructed of acrylic plastic to provide protection against weather and road debris. Available in versions to fit most motorcycles with either round or rectangular headlights.



**Arthur Fulmer**
**P.O. Box 177**
**Memphis, Tennessee 38101**
**(901) 525-5711**
**FulClear Sportshield: $39.95**
Thermo-formed from 1/8-inch cast acrylic sheets to prevent yellowing or warping. Fabricated specifically for small-displacement machines. Dimensions are 16 inches wide by 19 inches high. Available in clear or tinted versions complete with rubber-cushioned, chrome-plated universal mounting hardware.



**FulClear Sportster: $47.95**
Available in clear or tinted models, this shield is constructed of 1/8-inch thermo-formed, impact-resistant acrylic sheet and is designed for commuter bikes in the 100cc to 400cc range. Comes complete with rubber-cushioned, chrome-plated mounting hardware. Measures 22 inches high by 25½ inches wide. Guaranteed for two years against defects in materials or workmanship.

# IF YOU'RE RIDING ANYTHING THE TOUGHEST COMPETITION

# ELSE, HERE'S YOU'LL FACE ALL YEAR.

Rocks, whoops, mud, sand and fiendish course layouts make enduro riding tough enough. But if you're riding anything less than an XR200R, the 1983 season is going to seem longer than a 45 mile second loop on an August afternoon.

The XR200R is a balanced competition machine. It's powered by a torquey, reliable four-stroke with a wide, controllable powerband. With its close ratio six-speed transmission, it's hot enough to run with anything in its class. And forgiving enough for a rider who's still learning the ins and outs of competition.

Pro-Link™ rear suspension and air-adjustable forks provide plenty of travel and 13.4 inches of ground clearance. And you'll look long and hard to find a quicker handling motorcycle in tight sections.

So whether you're running local events, or moving up to Nationals, an XR200R can make just about any enduro course a whole lot easier for you.

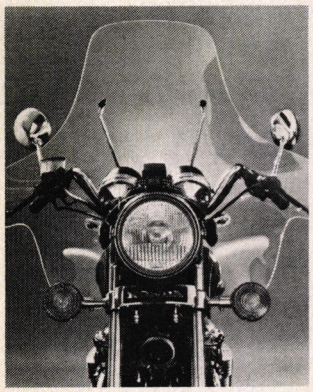
And a whole lot tougher for the competition.

**HONDA**
**FOLLOW THE LEADER**

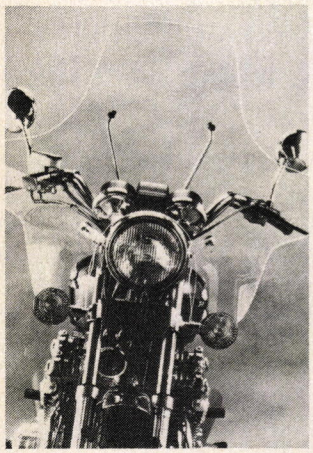
ALWAYS WEAR A HELMET AND EYE PROTECTION. Designed for off-road, operator use only. XR200R may not meet noise regulations in some states. Specifications and availability subject to change without notice. © 1982 American Honda Motor Co., Inc. For a free brochure, see your Honda dealer. Or write: American Honda, Dept. 439, Box 9000, Van Nuys, CA 91409.

# SPECIAL EDITION: FAIRINGS

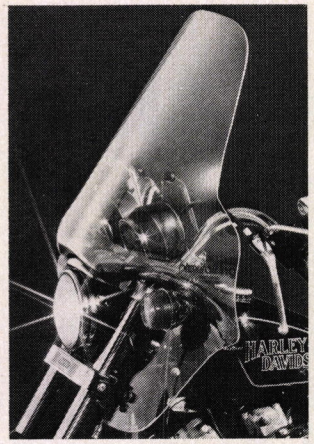
**Standard FulClear: $65.95**
Thermo-formed from impact-resistant 3/16-inch cast acrylic sheets claimed not to warp or yellow with age. Rubber-mounted and available in clear or solar-bronze tint, either with standard chrome-plated or matte-black hardware. Specify bike model when ordering. Guaranteed for two years against defects in materials or workmanship.



**Custom FulClear with Lowers: $84.95**
Provides added protection with integrated lowers. Made of 3/16-inch impact-resistant cast acrylic plastic, in either clear or solar-bronze tint. Specially designed for Honda Customs, Suzuki L-series, Yamaha Specials and Kawasaki LTDs. Comes with rubber-cushioned mounting hardware, either in standard chrome-plated or matte-black finish. Specify machine model when ordering. Guaranteed for two years against defects in materials and workmanship.

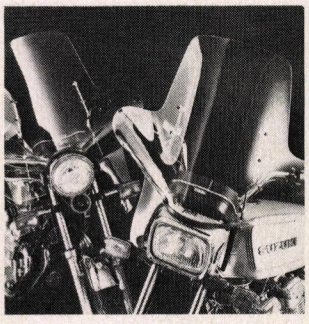


**Standard FulClear with Lowers: $84.95**
Similar to the Custom in design and construction, but for use on bikes with standard-type handlebars. Includes all the features of the Custom including the two-year guarantee.

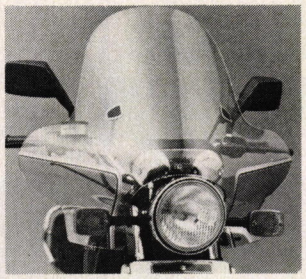


**Harley-Davidson Motor Co. Inc.**
**3700 W. Juneau Ave.**
**P.O. Box 653**
**Milwaukee, Wisconsin 53201**
**(414) 342-4680**
**H-D Plexifairing: $NA**
A custom-styled 3/16-inch Plexiglas shield designed specifically for H-D Sportsters and Superglides. An adjustable, four-point mounting system allows easy removal. Mounts cleanly around stock bars and turnsignals. Available in clear or tinted versions.

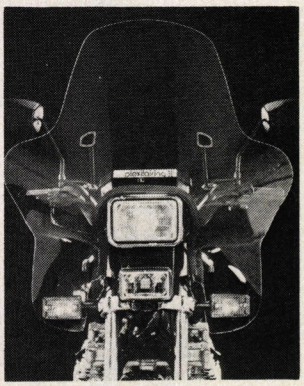
**American Honda Motor Co. Inc.**
**P.O. Box 50**
**Gardena, California 90247**
**Custom Windscreens: $157.00**
Custom-style, light weight and wind protection from Hondaline's new one-piece windscreens. Constructed of Lexan polycarbonate plastic with a simple handlebar-mounting system. Available for Honda's V-45 and V-65 Magna, VT750 Shadow, CB550SC and CB650SC Nighthawks, CX650 Custom and VT500 Shadow.



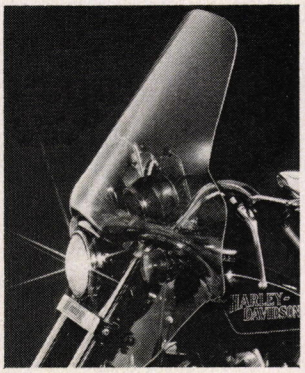
**Jardine**
**7142 Belgrave Ave.**
**Garden Grove, California 92641**
**(714) 893-7594**
**Windscreen: $104.95 to $109.95**
Molded Lucite plastic, either clear or tinted, with models to fit either round or rectangular headlights. Breakaway mounts are designed to help protect rider in case of a crash. Models are available to fit most bikes and come with a one-year warranty.



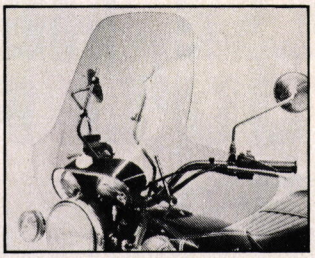
**National Cycle Inc.**
**140 South Seventh Ave.**
**Maywood, Illinois 60153**
**(312) 343-0400**
**Plexistar: $84.95 to $89.95**
Made of 3/16-inch Plexiglas in versions to fit round or rectangular headlights and available either clear or tinted ($89.95). Models offered to fit most popular machines and include unique ball-socket swivel-joint mounting that conforms to most applications. The design features an impact-release action in case of an accident.



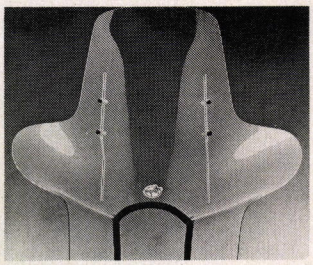
**Plexifairing II: $119.95 to $124.95**
**Plexifairing II LX: $229.95 to $245.95**
A 3/16-inch Plexiglas street/touring fairing similar to the Plexistar, but with integral lowers and Quick Set mounting hardware. The LX series uses a tough Lexan MR4000 optical thermoplastic material for extra resistance to scratching. Tinted or clear models are available to fit most popular bikes with round or rectangular headlights. Several "special application" models also are available to fit machines such as Moto Guzzi and others.



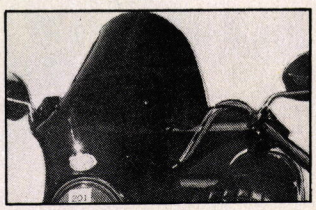
**Plexifairing H-D: $109.95**
A custom-styled 3/16-inch Plexiglas shield designed specifically for Harley-Davidson's Sportsters and Superglides, '71 to present. An adjustable mounting system allows rigid, four-point contact and easy removal. Mounts cleanly around stock handlebar and turnsignals. Available in clear only. National Cycle also produces a wide variety of replacement windscreens, some of Lexan, to fit many of the more popular touring fairings.



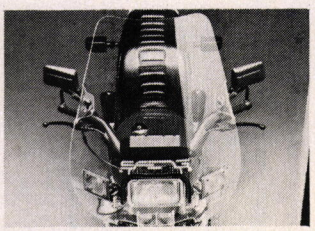
**Ocelot Products**
**895 W. Mill St.**
**San Bernardino, California 92410**
**(714) 884-0484**
**Fairing Style: $49.99 to $69.99**
A 3/16-inch shield of high-impact clear acrylic plastic available for a variety of machines; clear or tinted ($44.95) versions and with or without snap-vents. Measures 38 inches wide by 27 inches high. Comes complete with handlebar clamps to fit standard 7/8-inch-diameter bar.



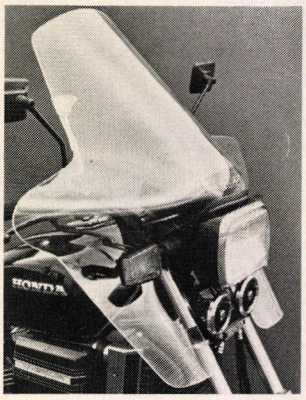
**Deluxe Fairing Style: $59.99 to $79.99**
Manufactured from 3/16-inch acrylic high-impact plastic in models to fit either round or rectangular headlights and in either clear or tinted versions. Comes complete with all mounting hardware for adaption to most machines. Measures 33 inches wide by 36 inches high.



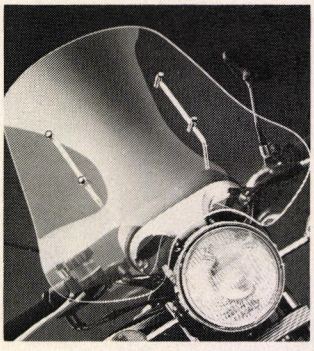
**Café Sport Shield: $39.95**
An abbreviated 1/8-inch smoke-tinted plastic shield designed to fit most round headlights. Comes complete with universal-type mounting hardware.



**Saeng**
**P.O. Box 1246**
**Columbus, Nebraska 68601**
**(402) 563-3444**
**Pilot: $237.00**
Manufactured from 1/4-inch clear acrylic plastic and designed for aerodynamic efficiency. Available in five heights and in versions to fit most popular motorcycles. Features include custom-positioned headlight boots, integrated flush-mount turnsignal/running lights that illuminate outer edges of fairing, NASA-type integrated exoskeleton mounts, a true laminar-flow boundary-layer body and a 90-day limited warranty.

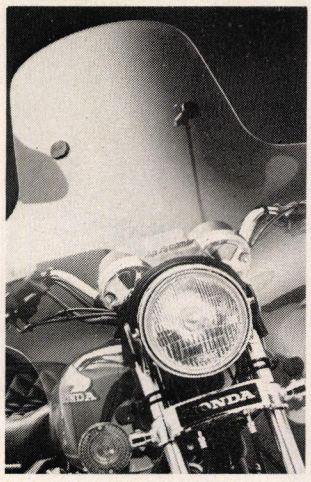


**Silhouette Motorcycle Fairing System Inc.**
**P.O. Box 1672**
**Martinsville, Indiana 46151**
**(317) 342-2300**
**Silhouette: $109.95**
Manufactured of optically clear cast acrylic plastic, the Silhouette is available in 15 different versions, with three different mounting systems. Designed to mount closely to the rider for a more draft-free environment. Mounting system allows quick installation or removal. Integrated lowers help deflect wind and weather from rider's knees.

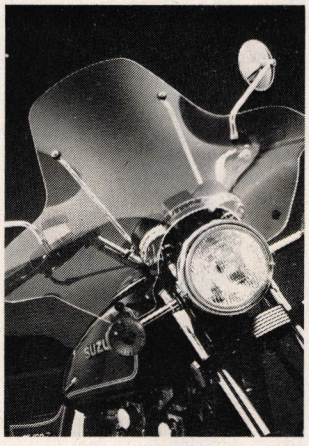


**Slipstreamer Inc.**
**9835 West 69th St.**
**Eden Prairie, Minnesota 55344**
**(612) 941-9000**
**Sport Shield S-08: $44.95 to $49.95**
An acrylic plastic shield designed to fit most street and touring bikes and intended for the rider who wants more than a windshield but less than a full-sized fairing. Both clear and light-smoke tint versions are available complete with mounting hardware.

**Slipstreamer III S-03: $79.95 to $84.95**
A contoured clear-acrylic, bar-mount fairing with sculpted styling. Standard features include a trim piece around the headlight opening and a four-point mounting system. Available in clear or light-smoke tint for round-headlight motorcycles only.

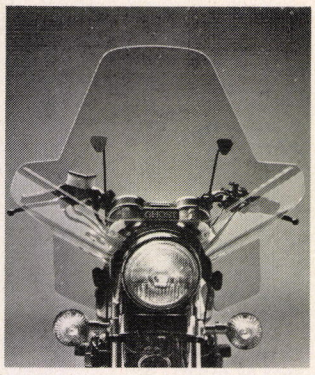


**Enterprise S-00 & S-01: $89.95 to $99.95**
A transparent acrylic plastic fairing in versions to fit round or rectangular (S-01) headlights. Features include integral lowers for added wind/weather protection, four-point mounting, a cushioned seal around the headlight to reduce noise and airflow, and a choice of either clear or smoke tint.

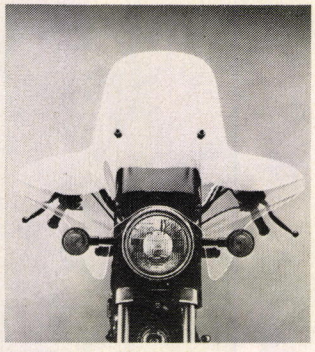


**Turbo S-05: $59.95 to $64.95**
Designed for motorcycles from 200cc to 750cc, the Turbo is constructed of 3/16-inch formed-acrylic plastic with universal-type four-point mounting. Several models of the Turbo are available to fit a variety of machines.

**SS-20 Sport: $79.95 to $84.95**
Available in round and rectangular headlight versions, this wind deflector may be purchased either clear or dark-smoke tinted. Reflective Scotchlite graphics enhance safety and four-point mounting system provides easy, proper fit.

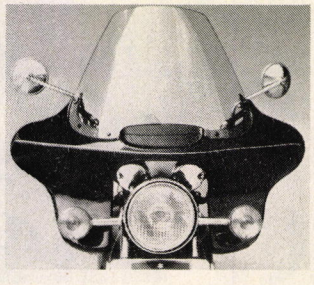


**Vetter Corp.**
**P.O. Box 927**
**Rantoul, Illinois 61866**
**(217) 893-9300**
**Ghost: $119.95**
An 8-pound, lightly-tinted Lucite plastic unit, measuring 30½ inches wide by 33 inches high. Features include a unique chemical bond for hardware attachment designed to eliminate cracking from bolt-through hardware. Available for round or rectangular headlights.

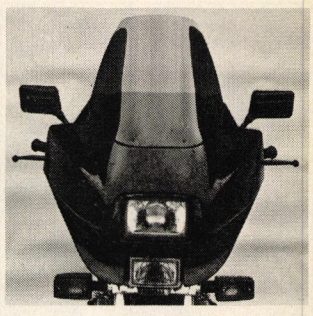


**Yamaha Parts Distributors Inc.**
**6555 Katella Ave.**
**Cypress, California 90630**
**Maxi Cruiser: $89.90 to $97.90**
Constructed of optically clear acrylic plastic with a unique "easy-on, easy-off" mounting system. Designed to provide wind protection for the rider's face and upper chest. Price includes mounting hardware and the shield is available at dealerships.

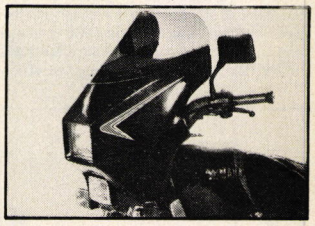
## HANDLEBAR-MOUNT



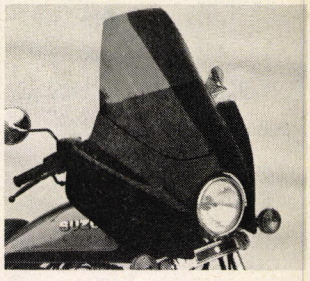
**Action Fiberglass**
**10431 Beach Blvd.**
**Jacksonville, Florida 32216**
**(904) 641-7071**
**Time Machine: $99.95**
A fiberglass bar-mount unit designed to fit mid- to large-displacement machines either with rectangular or round headlights. Finished with a high-luster, black gelcoat and gold pinstriping. Features a vented cockpit area and no interference with turnsignals.



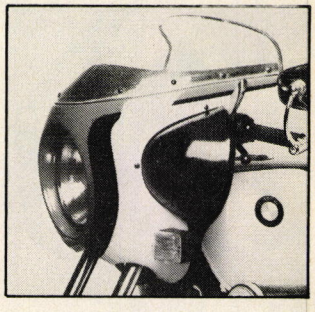
**Eagle II: $199.95**
Constructed of hand-laid fiberglass and finished in a high-gloss black. Designed especially for '81 through '83 Yamaha 750 Secas. Features include an acrylic windscreen, four-point, pinch-bolt mounting and a dash to house a sound system.



**Yamaha Seca 750**
**Sport Fairing: $169.95**
Similar in design and construction to the Eagle II, but with more squared-off lines for a sportier appearance. Available only in gloss black to fit '81 through '83 Yamaha 750 Secas.

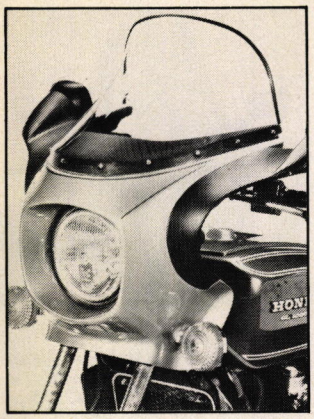


**Hawk-500: $149.95 to $159.95**
A hand-laid fiberglass fairing available with either a clear or tinted windscreen and finished in a high-gloss black. Features include universal-type pinch-bolt mounting and a dash large enough for a sound system or accessory instruments.

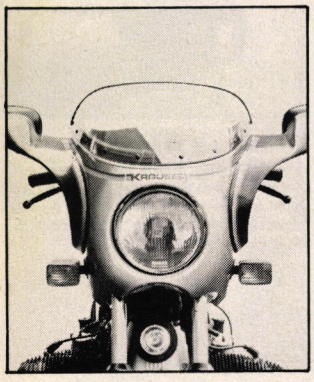


**Beach's Motorcycle Adventures Ltd.**
**2763 West River Pkwy.**
**Grand Island, New York 14072**
**(716) 773-4960**
**Handshields: $45.00**
Wind deflecting additions designed to fit the BMW S fairing. These ABS plastic shields feature wind kickouts and spoilers (top and bottom) for cleaner aerodynamics, and prevent wind from blowing up the rider's sleeves. Available in black only.

# SPECIAL EDITION: FAIRINGS

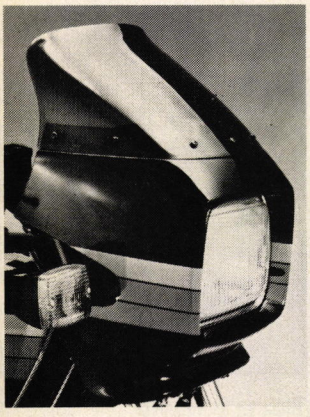


**Krauser Cockpit: $320.00**
Designed to retain a sporty café appearance while offering upper body protection. Similar to the BMW R100S fairing, the Krauser unit features integrated Talbot mirrors a VDO voltmeter and quartz clock. Designed for large sport and touring bikes. Available in black and yellow only.

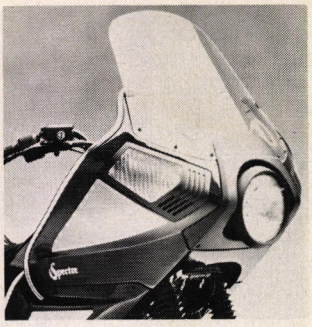


**Krauser Café Mirrors: $89.00**
Aerodynamically-designed ABS plastic mirrors with mounts that increase downforce while protecting hands and arms. Will fit BMW S models and Ducati fairings and include German Talbot mirrors. Available in black only.

Krauser also sells replacement windscreens for the BMW RS with a 3⅛-inch higher "kick up" for increased protection. Screens are available in either clear or smoked-tint versions. Also offered is windshield for the BMW R90S and R100S which is 2½ inches higher than stock.

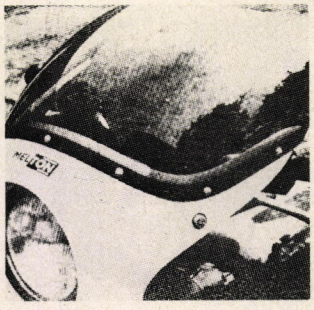


**Kawasaki Motors Corp. U.S.A.**
**1062 McGaw Ave., P.O. Box 11447**
**Santa Ana, California 92711**
**(714) 540-6500**
**Kawasaki 1/4 Fairing: $193.00**
An ABS plastic GPz-styled sport fairing with tinted windscreen and four-point mounting. Available only in high-gloss black with unmounted yellow and red pinstriping. Designed specifically for the Kawasaki 750L.

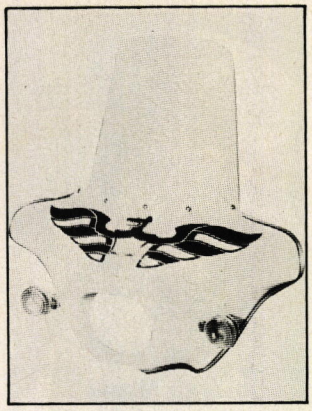


**Kawasaki/Vetter Windjammer V: $613.95 to $838.90**
A Kawasaki accessory touring unit made by Vetter with all the features of their regular Windjammer V, but with factory-matching ebony black and sonic gold paint with gold edge trim. Features ABS plastic construction with a Lucite windshield 2 inches shorter than the Windjammer, integrated leading-edge turnsignal/running lights, pop-vents, lockable right-side storage, tonneau-covered left-side storage and a built-in headlight adjuster. Accepts optional Vetter radio housing ($99) and color matched lowers ($125). All mounting brackets and hardware are included.

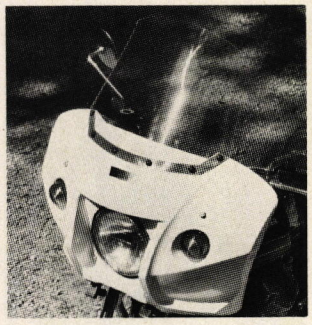
**Kawasaki Motors Corp. U.S.A.**
**1062 McGaw Ave., P.O. Box 11447**
**Santa Ana, California 92711**
**(714) 540-6500**
**Kawasaki/Vetter Quicksilver: $319.80 to $518.80**
Kawasaki's 3/4-sized touring fairing built by Vetter in Luminous Midnight Red with gold edge trim to match Kawasaki's LTD-series machines. Manufactured of ABS plastic with a Lucite windshield. Features include dual tonneau-covered storage areas, a sealed-beam rectangular headlight, stalk-mounted turnsignals, a black pebble-grain interior and an optional Silver Sound Panasonic AM/FM radio ($199).



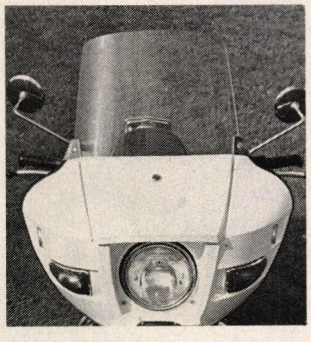
**Michael Bondy Associates**
**P.O. Box 123**
**Haworth, New Jersey 17641**
**(201) 385-2552**
**Cockpit: $139.00**
Manufactured using hand-laid fiberglass by Melton in England. Available in black only, with a tinted windscreen. Designed to accept a 7-inch headlight, the Cockpit is supplied with universal-type mounting hardware.



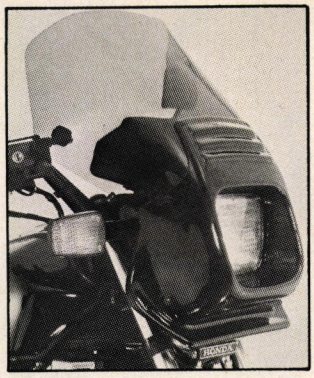
**Cosmopolitan Motors Inc.**
**Jacksonville and Meadowbrook Aves.**
**Hatboro, Pennsylvania 19040**
**(215) 672-9100**
**Standard: $89.00 or Deluxe: $96.00**
Molded-polycarbonate construction with plexiglass windscreen. Both feature a 7-inch headlight opening, universal four-point mounting and choice of either black or white finish. Standard model does not include chromed trim, built-in turnsignals or the eagle decal of the Deluxe.



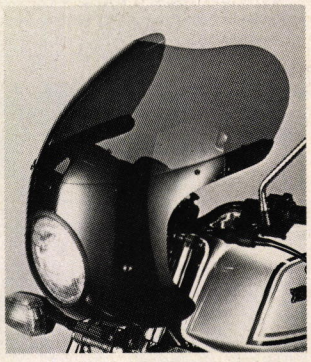
**Craven/Tom Anderson Motorcycle Equipment**
**1441 W. Demeter**
**Freeport, Illinois 61032**
**(815) 235-2747**
**Cutter: $240.00**
Single-layer fiberglass with a choice of three windshield heights and a black or white gelcoat finish. Manufactured in England to fit most mid- to large-displacement Japanese and European motorcycles. Features include built-in turnsignals, reflectors, full wiring and a patented universal mounting kit.



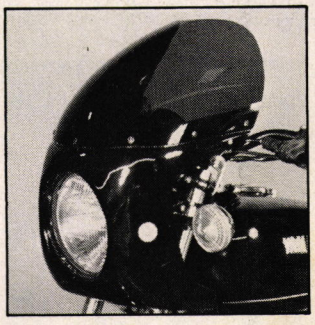
**Clipper: $345.00**
Double-layer fiberglass construction in choice of black or white gelcoat finish. Designed to fit most Japanese and European mid- to large-displacement motorcycles.A lockable front storage compartment between the headlight and windscreen provides room for gloves, maps, sunglasses and other small items. Features built-in turnsignals, side reflectors, full wiring and Craven's patented universal mounting kit.



**Cyclear**
**158 Mills St.**
**Collierville, Tennessee 38017**
**(901) 853-0293**
**Super Cuda: $99.95**
The Super Cuda is a dark-smoke, bar-mount shield of transparent plastic with a black (paintable) ABS Korad base. Available either for 7- or 8-inch round or rectangular headlights, the Cuda utilizes Cyclear's Snap n' Strap, two-minute mounting system. Contact Cyclear for specific mounting adaptation.



**Firth Design Group Inc.**
**7111 Ohms Lane**
**Minneapolis, Minnesota 55435**
**(612) 831-9030**
**Piranha: $119.95**
Hand-laminated fiberglass construction finished in black polyester gelcoat. The cast-acrylic windscreen is available in either clear or smoke-tint versions. An adjustable four-point universal mounting system is designed for use with drag, clubman or clip-on bars, but also can be used with most low-rise bars. Weight is 3.5 pounds.



**GSM**
**13026 Raymer St.**
**North Hollywood,**
**California 91605**
**(213) 764-1808**
**Mirage: $89.95**
Constructed of high-impact, injection-molded plastic with a black finish and either clear or smoked windscreen. Designed for any size bike, it comes complete with universal mounting kit.

# A 3 YEAR UNLIMITED MILEAGE WARRANTY FROM THE ONLY MOTORCYCLE COMPANY THAT WOULD DARE OFFER ONE.

When the production of a motorcycle is limited, the attention to detail doesn't have to be.

And so, it's perhaps not surprising that BMW—a company that builds one motorcycle to every 66 spewed out by the 3 major mass-producers—is willing to stand behind its work much longer.

Every BMW is covered by a limited warranty on materials and workmanship that, in fact, lasts 3 times longer than that of almost any other motorcycle on the road today. And for an unlimited number of miles.*

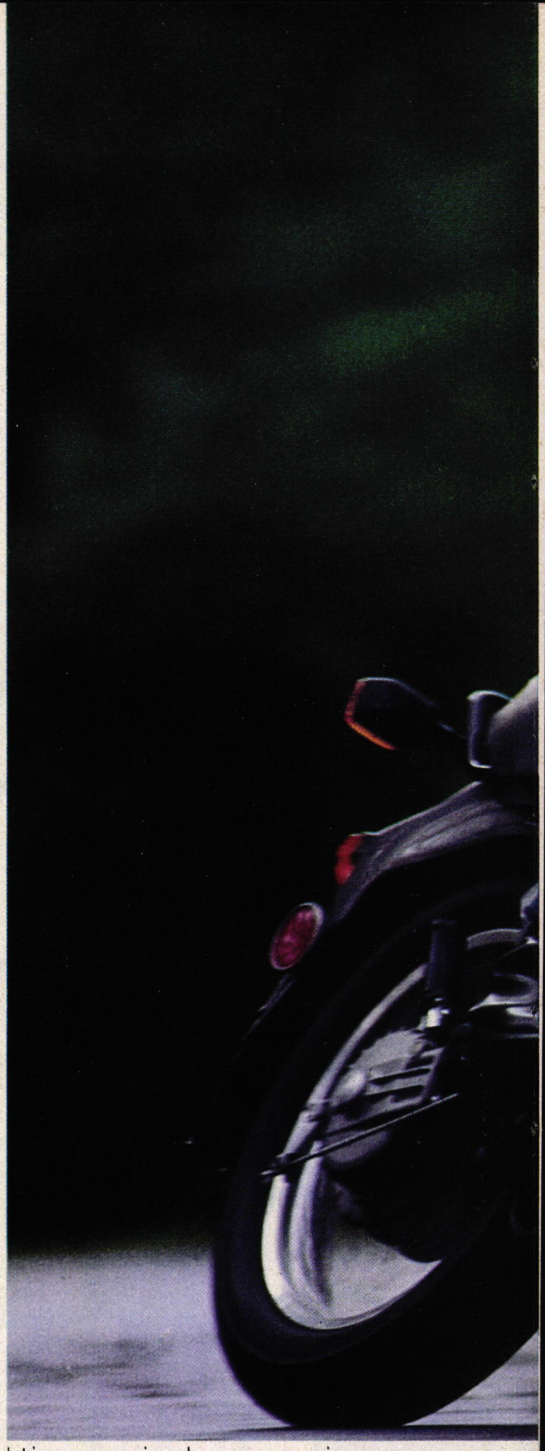
Additionally, the BMW limited warranty applies not only to 1983 BMW's but to 1982 models as well.

When a motorcycle is designed to last, its warranty can be designed accordingly.

**THE LEGENDARY MOTORCYCLES OF GERMANY.**

*Warranty applies to motorcycles purchased from authorized U.S. dealers and BMW European Delivery only and is transferable within the period specified. See your BMW dealer for details. © 1982 BMW of North America, Inc. The BMW trademark and logo are registered.

# BMW'S NEW R80ST. THE DIFFERENCE BETWEEN MOTORCYCLE RIDING AND MOTORCYCLE WRESTLING.



At BMW we've never believed that large biceps, a stout neck, and an ability to lift pianos should be prerequisites to riding a motorcycle.

Accordingly, you are looking at a rare exception to the 800cc class: the new BMW R80ST.

A motorcycle that requires less brawn and, some would say, more brains to ride.

MAKE TIME IN MORE THAN JUST THE STRAIGHTAWAYS.

Enter a series of twisties on the ST and you'll experience a sensation unique in the 800cc category: exhilaration as opposed to exhaustion.

The motorcycle can literally be flicked instead of muscled through turn after turn.

The reason? Partly because the BMW R80ST is the lightest 800cc touring bike ever.

And partly because what little weight it has is slung remarkably low, compliments of its horizontally opposed twin-cylinder engine.

In contrast to motorcycles encumbered by the top-heaviness of their own engines, the ST's handling is actually enhanced by its motor design.

Those handling virtues are enhanced further by a revolutionary single rear swing arm that not only subtracts weight from the machine but adds 50% more torsional stability than conventional systems.

In certain respects, however, this machine is a gratifyingly conventional BMW.

PERHAPS THE MOST TIME-TESTED NEW MOTORCYCLE EVER INTRODUCED.

By virtue of being a BMW,

# KAWASAKI GPz: NUMBER ONE CHOICE IN AMERICAN AMATEUR ROADRACING.

This is the standard. This is the machine to which every other performance bike is compared.

If art is knowing what to leave out, this bike is a masterpiece. Anything that didn't make a contribution to horsepower or handling stayed on the drawing board. The end result is a motorcycle that's as close to pure racing machinery as a production bike can get. More GPz's show up on starting grids around the country than almost all other makes combined.

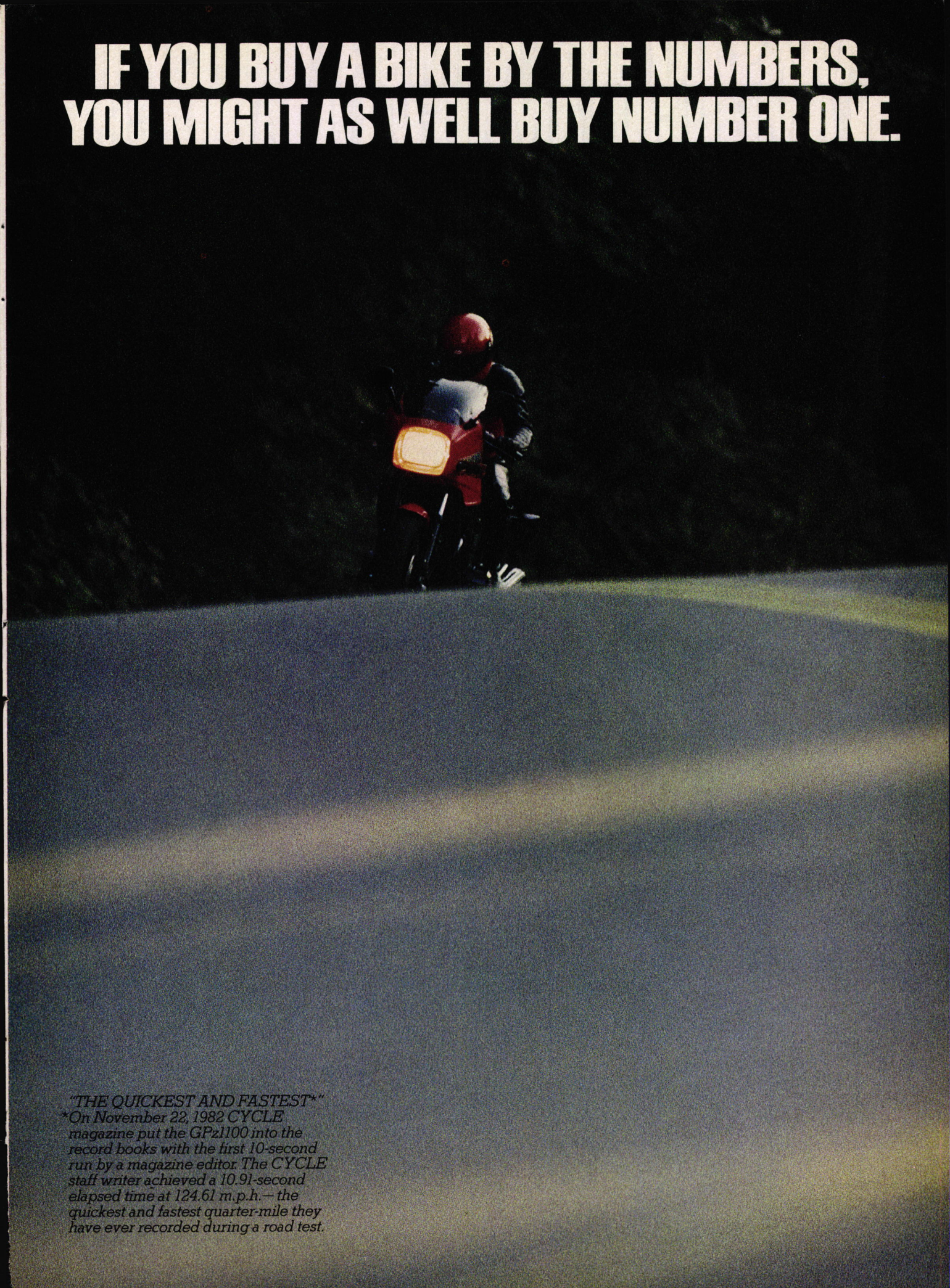
## THE INGREDIENTS

GPz gets there by letting its rider ride, not work. Think, not react. Concentrate, not worry.

Starting at the front, two new features are easy to spot. Air-adjustable, anti-dive forks and an all new 18-inch, three-spoke cast-alloy wheel. The smaller front wheel provides less frontal area and less rotating mass.

Just a little higher is the most obvious and dazzling of all the new GPz pieces. A fully-integrated frame-mount fairing, that provides reduced steering head weight and lowers wind effect. Inside the fairing is all-new GPz instrumentation. The speedometer and tachometer with voltmeter are isolated above the triple clamp for easy reading at speed. Downstream, in a special tank nacelle, are LCD readouts for oil level, fuel, battery, and side-stand.

# IF YOU BUY A BIKE BY THE NUMBERS, YOU MIGHT AS WELL BUY NUMBER ONE.

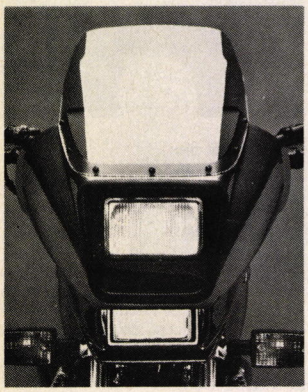


*"THE QUICKEST AND FASTEST*"*

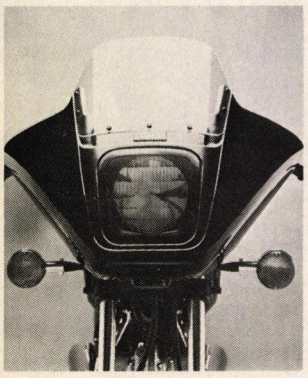
**On November 22, 1982 CYCLE magazine put the GPz1100 into the record books with the first 10-second run by a magazine editor. The CYCLE staff writer achieved a 10.91-second elapsed time at 124.61 m.p.h.—the quickest and fastest quarter-mile they have ever recorded during a road test.*

# SPECIAL EDITION: FAIRINGS

**Vetter Corp.**
**P.O. Box 927**
**Rantoul, Illinois 61866**
**(217) 893-9300**
**Rooster: $159.00**
Constructed of injection-molded ABS plastic with a Lucite windshield. Features three covered storage compartments that can accommodate radios such as the optional Rooster Sound and Rooster Super Sound units. All necessary hardware for fitting to most bikes is included. Measures 25 inches wide, 27 inches high, and weighs 9 pounds with hardware. In black only, for round or rectangular headlights.

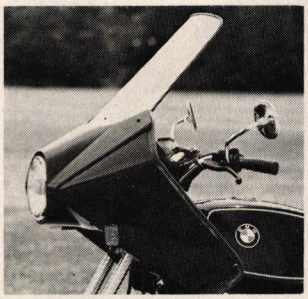


**Yamaha Parts Distributors Inc.**
**6555 Katella Ave.**
**Cypress, California 90630**
**Seca Sport: $179.90**
An ABS plastic sport-styled unit designed specifically for Yamaha's Seca. It features an aerodynamic, windtunnel-tested body, a tinted windshield, two locking storage compartments and a fully adjustable quartz halogen headlight with a glass lens cover. Available only through Yamaha dealers.

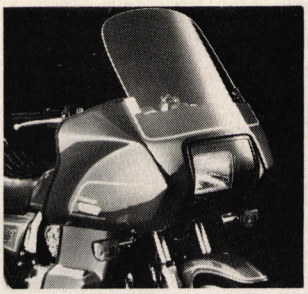


**Maxim Sport: $192.90**
A sport fairing shaped to complement Yamaha Maxim's styling. Made of ABS plastic with a Plexiglas windscreen, a venting system and an aerodynamic covered headlight lens. See Yamaha dealer for more details.

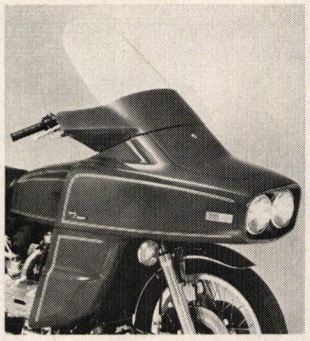
## FRAME-MOUNT



**BMW Dealers Nationwide**
**BMW by Vetter: $362.71**
Designed and built by Vetter for all BMW R65s from '79 to '81. Constructed of ABS plastic and finished in black, white or silver with a matte-black finish inside. Has two tonneau-covered storage compartments. Comes complete with all mounting hardware and uses the standard R65 headlight.

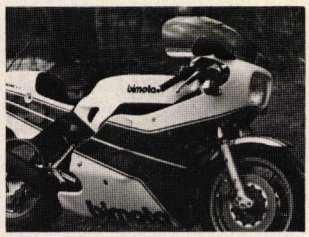


**Bates Industries Inc.**
**636 West 16th St.**
**Long Beach, California 90801**
**(213) 435-6551**
**Challenger: $495.00 and up**
Constructed of fiberglass in choice of black, white or silver standard finishes. Windshield is adjustable for height, there is an on-dash headlight adjuster, a Plexiglas headlight cover and two lockable storage compartments. Options include: lowers ($35), custom color or primer ($35-$50), striping ($25), AM/FM cassette stereo with speakers ($295), clock ($65), map and compartment lights ($25), voltmeter ($45) rectangular quartz headlight ($65), case savers ($54.95) and lighter ($10). Comes complete with all mounting hardware.

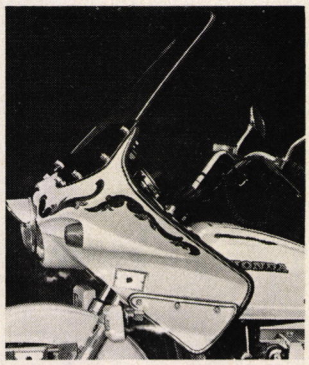


**Clipper: $765.00 and up**
Fiberglass unit designed specifically for Honda Gold Wings. Standard price includes choice of black, white, silver or custom colors, lowers, mounts, shield and striping. Features include a lower shell that mounts to the frame and an upper shell which pivots with the handlebars, dual 5-inch headlights, a full dash, two lockable storage compartments and a locking front trunk. Optional features include an AM/FM radio with speakers ($155), digital clock ($50), a map/dash light ($15), case savers ($54.95) and lighter ($10).

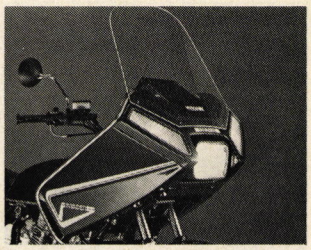
**Michael Bondy Associates**
**P.O. Box 123**
**Haworth, New Jersey 07641**
**(201) 385-2552**
**Concord: $645.00**
Hand-crafted fiberglass construction in wedge-shaped style for use on Honda Gold Wings and, by special order, all BMW models. Features include wraparound turnsignals, twin spotlights faired into the lowers, a Plexiglas-covered headlight, chrome-plated or black (BMW only) safety bars, mounting hardware and two lockable compartments in the upper section. Manufactured in England by Melton in either black or white gelcoat finish.



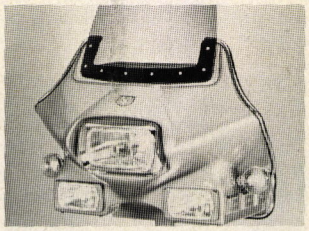

**Cosmopolitan Motors Inc.**
**Jacksonville and Meadowbrook Aves.**
**Hatboro, Pennsylvania 19040**
**(215) 672-9100**
**Bimota: $1528.00**
An elaborate design constructed of Kevlar with a Plexiglas windscreen. This racing-developed three-piece frame-mount unit is made for the exotic Italian Bimota line of street bikes. Vent holes and scoops allow cooling air to enter and exit. May be adaptable to other machines with modifications.



**Custom Dressers**
**2702 S. High Ave.**
**Okahoma City, Oklahoma 73129**
**(405) 672-7564**
**Free Flow 50S: $665.50 and up**
A hand-laid fiberglass touring fairing designed to frame-mount on all 500cc-or-larger motorcycles. Windscreen is manufactured from abrasion-resistant Acralite. Options include two radios, cassette player, CB, various speaker combinations, intercoms, instruments, mini-lowers, custom tonneau covers and matching custom seats and quartz headlights. Prices for options on request. Comes complete with mounting hardware and one-year guarantee.



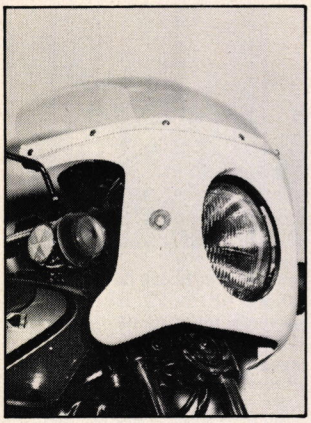
**Cycle Sound/Hoese Corp.**
**P.O. Box 41**
**Bulverde, Texas 78163**
**(512) 438-2211**
**Invader: $398.90**
A full-size frame-mounted fairing designed with a three-piece body bonded to an interior bulkhead support. Comes complete with sealed-beam rectangular headlight; amber leading edge lights that incorporate turn signals and running lights, locking storage compartments; and complete frame-mount hardware. Options include Cycle Sound's audio systems with concealed antennas. Available in black, white and silver metallic.



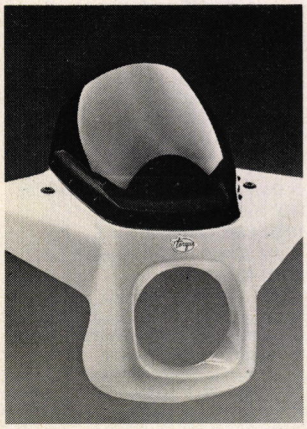
**El Dorado Motorcycle Accessories LTD. Inc.**
**1960 East County Road F**
**White Bear Lake, Minnesota 55110**
**(612) 429-7121**
**Fleetwood: $688.00 and up**
Fiberglass fairing that comes equipped with choice of rectangular or round quartz-halogen headlight and a pair of round or rectangular built-in auxiliary driving lights. Standard equipment includes a lighter and two storage compartments with tonneau covers. Options include a full line of VDO instruments, additional lined side pockets, pinstriping, an AM/FM cassette stereo, four speakers and a 40-channel CB with built-in antennas. Available in black, white or silver finish.

**Hannigan Fairing Company Ltd.**
**689 Warden Ave. #19**
**Scarborough, Ontario, Canada**
**MIL 4R6**
**(416) 691-9010**
**STe: $595.00 to $790.00**
Constructed of hand-laid fiberglass in choice of black or white gelcoat finish. Free-blown acrylic windscreen includes small top-mounted spoiler designed to deflect air-flow over your helmet to reduce wind noise and turbulence. Standard features include two side storage compartments fitted with soft covers, front storage with rigid fiberglass cover, lightweight sport mirrors, built-in turnsignals and triangulated steel mounting hardware. Options include Series One lowers with integral spoilers ($195), lock-on rigid tonneau covers ($25) for side compartments and an H-4 quartz-halogen headlamp ($50). Brokerage fee and duty charges must be added to the price of this fairing for U.S. purchase. Total weight is 26 pounds.

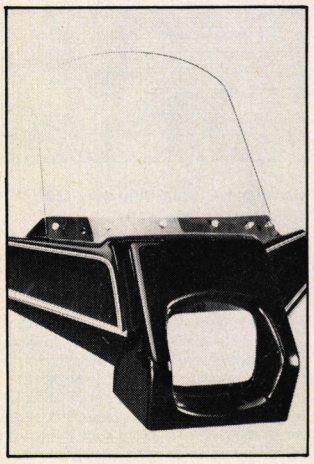
# SPECIAL EDITION: FAIRINGS



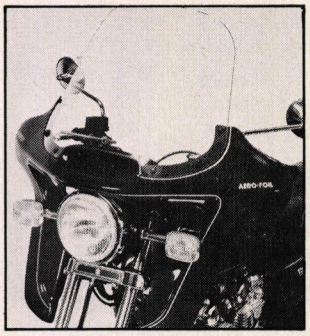
**Ocelot Products**
**895 W. Mill St.**
**San Bernardino, California 92410**
**(714) 884-0484**
**1/4 Café: $69.99**
Constructed of ABS plastic and finished in white or black. Designed for use with 7-inch round or standard rectangular headlights. Comes complete with universal mounting hardware for adaptation to most bikes.



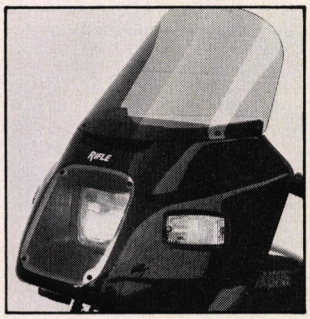
**TQ: $99.97**
ABS plastic sport-styled quarter-fairing with designed-in "wings" for deflection of airstream from handlebar area. Available either in black or white finish with a smoke-tint windscreen only. Price includes mounting hardware.



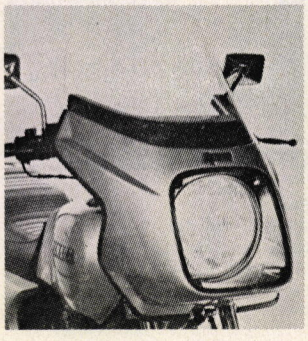
**Coyote Sport: $99.99**
A sport-touring fairing of ABS plastic for 400cc to 1100cc machines. Available in black, white or silver for bikes with round or rectangular headlight. Will not fit large round or rectangular lights. Universal-type mounting system is included in the price. Windscreen is available in clear only.



**Pacifico Inc.**
**1625 S.E. Hogan Road**
**Gresham, Oregon 97030**
**(503) 666-5502**
**Aero-Foil: $159.95**
Constructed of ABS plastic with a gloss-black bonded finish and acrylic plastic windshield. Designed to direct air up the inside of the windshield to neutralize backdraft. Features universal-type four-point mounting with adapters available to fit bikes with cast bars; standard or tall windshield; and gold striping. Designed for 250cc-and-larger bikes.



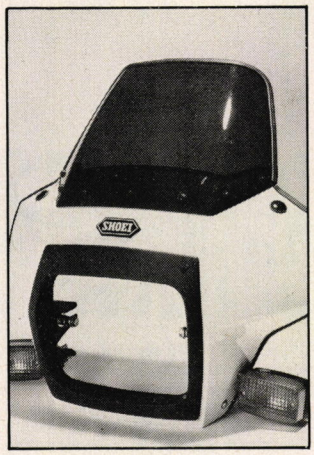
**Rifle**
**767 Francis Ave.**
**San Louis Obispo, California 93401**
**(805) 544-0414**
**Rifle: $196.00 to $329.00**
A recently introduced design of thermoformed ABS plastic. This medium-sized fork-mount unit features an integral venting system to reduce back pressure turbulence, a Plexiglass cover for the headlight opening to improve aerodynamics, built-in turnsignal/side running lights and choice of either a 15- or 18-inch windshield height. Options include a taller or tinted shield ($5), a dash instrument panel ($24), a Cycle Sound audio system housing ($80) and handflares ($24) for additional hand protection. Hardware for mounting is included in the base price. Black, silver, white or primer finish is available. Weight is 8 pounds. All headlight types can be accommodated.



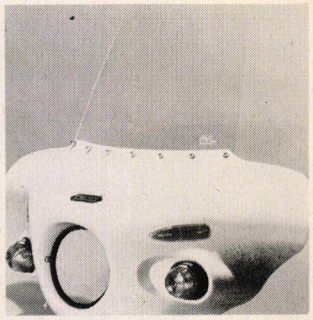
**Rifle Superbike: $160.00**
A narrower ABS plastic version of the standard Rifle. The 5-pound fork-mounted sport fairing is designed to fit a wide variety of motorcycles with either high or low bars. A black pebble finish cockpit allows mounting of gauges or switches. All mounting hardware is included.

**Shoei Safety Helmet Corp.**
**1717 Pontius**
**Los Angeles, California 90025**
**(213) 477-6051**
**FM-2: $120.00**
Manufactured of fiberglass-reinforced plastic and finished in black, white, silver or metallic blue. Tinted windscreen is standard. For machines with 7-inch round headlights only. Weight is 5 pounds including mounting brackets.

**FM-3: $120.00**
Constructed of fiberglass-reinforced plastic and finished in black, white, silver or in blue or red metallic paint. Similar in design to the FM-2, but designed to fit machines with standard-type handlebars. Dark-smoke tinted windscreen is standard. Fits 7-inch round headlights only. Weight is 4.9 pounds.



**FM-5: $140.00**
A fiberglass sport fairing model to fit round or rectangular headlights. The FM-5 features a clear windshield, rectangular turnsignals, four-point mounting hardware, and is finished in black, white, silver or blue metallic paint.

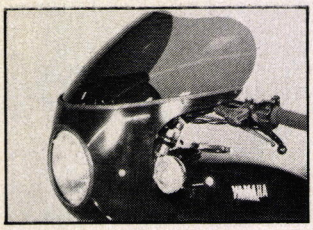


**SF-1: $145.00**
Manufactured from fiberglass-reinforced plastic and finished in black, white, silver or blue metallic paint. Features include side reflectors and built-in turnsignals. Designed for bikes with standard 7-inch round headlights only. Weight is 18 pounds including mounting hardware.

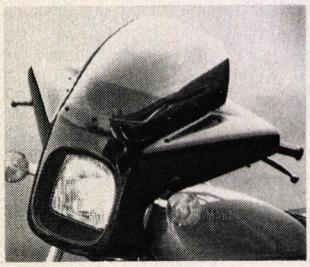
**Slipstreamer Inc.**
**9835 West 69th St.**
**Eden Prairie, Minnesota 55344**
**(612) 941-9000**
**SR-90: $129.95**
A handlebar-mount fairing designed to offer wind/weather protection while enhancing your bike's performance and appearance. Features include universal-type mounting system which attaches to fork tubes, and a design which makes it unnecessary to change bars or relocate turnsignals. Made of ABS and finished in black urethane enamel.

**Target Products Inc.**
**2724 West Main St.**
**Alhambra, California 91801**
**(213) 284-3238**
**Cd12: $165.00 to $210.00**
A chin-spoiler air dam design developed to coordinate with the styling of Honda F-series sport models. It also can be mounted on many other brands and models with 7-inch headlamps. The fiberglass unit comes complete with hardware in polished black or white gelcoat, or glossy silver to match the original Honda metallic. The Lucite headlamp cover is optional ($15) as is the silver paint ($25) and the smoke-tint windscreen ($15) shown in the photo.

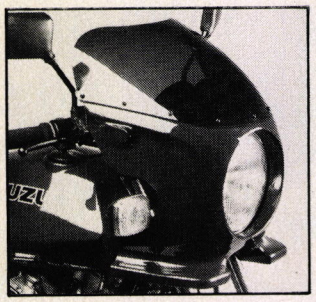
# SPECIAL EDITION: FAIRINGS



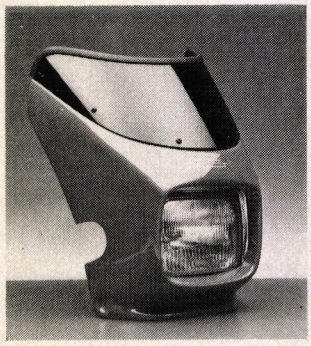
**Interceptor: $112.95**
A hand-laid fiberglass sport fairing designed to fit most machines, while easily clearing instruments. Comes in black finish with smoke windscreen and universal mounting brackets.



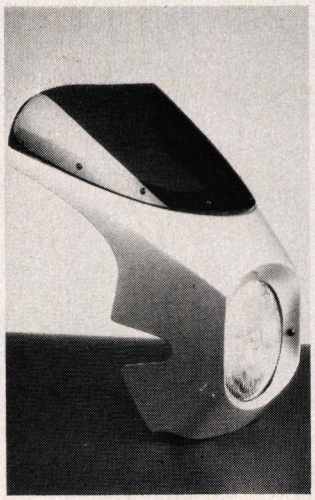
**Daytona: $64.95**
Constructed of ABS plastic with a black finish and a smoked windscreen. Models to fit round or rectangular headlights. Swept-back side sections offer some protection for hands. Comes complete with mounting hardware.



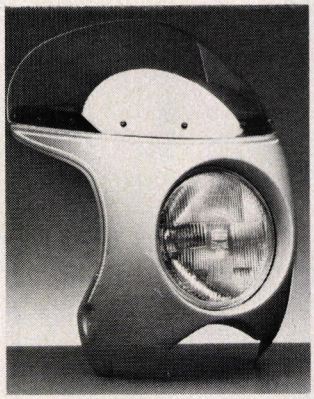
**Greer & Associates**
**1945 D Placentia Ave.**
**Costa Mesa, California 92627**
**(714) 646-4854**
**S-3: $199.95**
Constructed of fiberglass and designed to reflect modern European styling. Sized for superbikes, the S is available with standard round, rectangular or large 9-inch round headlight openings. Side cutaways are positioned for lower triple-clamp-mounted turnsignals. Comes complete with all necessary mounting hardware.



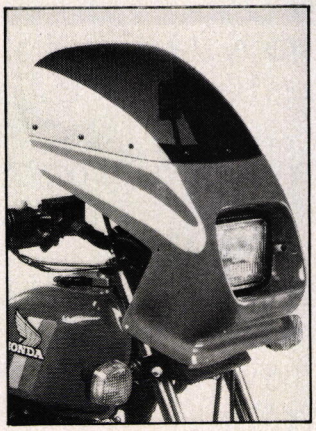
**GPz: $199.95**
Originally designed by Greer for the Kawasaki factory. Constructed of fiberglass and finished in bright red. Available in round- or rectangular-headlight versions to fit most popular motorcycles. Comes complete with tinted windscreen and all mounting hardware.



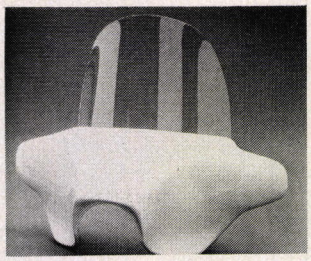
**Z1R & Z1R2: $199.95**
A Fiberglass sport fairing offered as a factory Kawasaki accessory on the KZ550s. Can be ordered for round or rectangular headlights in black, white or specific matching colors. Tinted windscreen is standard. The Z1R2 model features slots for turnsignals (shown). Mounting hardware is included.



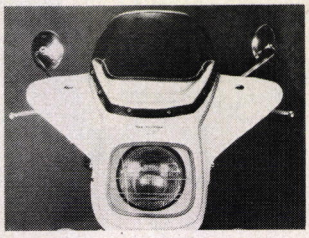
**Classic: $199.95**
A more conservatively styled sport fairing made of fiberglass with a clear plexiglass windscreen. Available in black, white or specific matching colors in either seven- or nine-inch round headlight versions. Comes with a small instrument panel and all necessary mounting hardware.



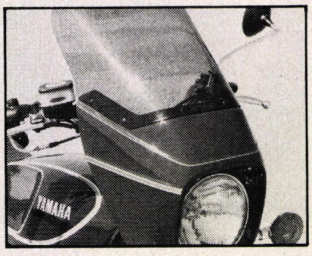
**HP-1, 2 & 3: $199.95**
Designed for machines with angular styling and either seven-or nine-inch round or rectangular headlights. Available in black, white or color-coordinated to match your machine's paint. Comes complete with mounting hardware. Especially suited for Honda's Ascots and V-45s.



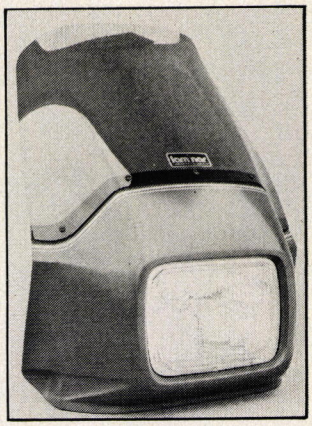
**Harley-Davidson Motor Co. Inc.**
**3700 W. Juneau Ave.**
**P.O. Box 653**
**Milwaukee, Wisconsin 53201**
**(414) 342-4680**
**Harley-Davidson: $NA**
Constructed of laminated fiberglass with a Lexan windscreen that can be installed at various heights. Colors include black, white and all those offered by Harley in its current line. Designed to fit FLH Electra Glide and FLH Sport models.



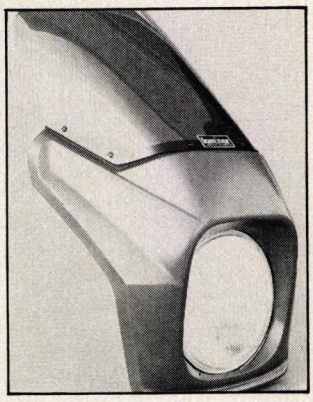
**Kutter Motorcycle Accessories**
**Howe Engineered Sales Co.**
**P.O. Box 642**
**Cedar Falls, Iowa 50613**
**(319) 236-9606**
**Special: $129.95 to $338.45**
Constructed of ABS plastic and finished in black or white with standard dual gold pinstripes. Available with two windshield heights and either in smoke-tinted or clear versions. Comes complete with aerodynamic protective headlight cover and all mounting hardware. Optional radio housing is available with or without the audio unit.



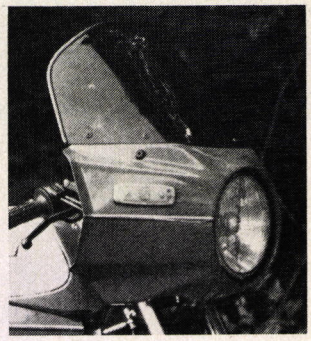
**Laminar Inc.**
**1514 Fairview, P.O. Box 12332**
**Columbus, Ohio 43212**
**(614) 488-5158**
**Imola: $138.70 &**
**Imola MK II: $150.46**
A European-styled fiberglass sport fairing with a high-gloss gelcoat finish. Standard Imola is 14 inches wide, while MKII (shown) is 23 inches wide for additional hand protection. Tinted windscreen is standard. All mounting hardware is supplied.



**Sport 1 & 2: $147.61 to $179.70**
Laminar's Sport 1 comes with its own H-4 rectangular headlight, while the Sport 2 is designed for use with 6-inch by 8-inch factory rectangular headlights. Both are hand-laminated fiberglass finished in black gelcoat. Three interchangeable windshield styles available (10-, 13- or 16-inch heights).



**Strato: $156.92**
Hand-laminated fiberglass with black gelcoat finish and either a 10-inch café or standard 15½-inch windshield. Available in four versions to fit 7- or 8-inch round or 6-inch by 8-inch or 4-inch by 6-inch rectangular headlights. Each unit allows installation with stock turnsignals.



**Moto Morini**
**Herdan Corp.**
**Route 61**
**Port Clinton, Pennsylvania 19549**
**(215) 562-3155**
**Moto Morini: $195.00 to $302.00**
Hand-laminated fiberglass sport fairings from Italy designed specifically for Morini's 350cc and 500cc V-twins, but adaptable to most popular sport bikes with some minor alterations. Each features integrated turnsignals, tinted windscreen and either a bright Italian racing red or satin silver finish accented by black detailing. Specially designed lowers are $107.00. Contact Herdan for more information on Moto Morini fairings and accessories.

to-be-proven motorcycle, but an artful extension of a design concept proven over the course of six decades.

A machine built to the standards of German engineers whose passion for hand craftsmanship and meticulous refinement results in motorcycles that "...retain their taut, solid feel when lesser motorcycles have long since gotten loose and rattly" (Cycle Magazine).

Which may explain why BMW's limited warranty stays in effect when others have long since expired.

The BMW warranty covers all defects in workmanship and materials for 3 years. And an unlimited number of miles.*

Or, in other words, for 3 times longer than the warranties offered on virtually any motorcycle in the world today.

The price of the R80 ST? $4,190.** Excluding state and local taxes, shipping and destination charges.

But including the rare satisfaction of sitting on a limited production machine that's as effortless to own as it is to ride.

*Warranty applies to motorcycles purchased from authorized U.S. dealers and BMW European Delivery only and is transferable within the period specified. See your BMW dealer for details. **Manufacturer's suggested retail price. Actual price will depend upon dealer. © 1982 BMW of North America, Inc. The BMW trademark and logo are registered.

**THE LEGENDARY MOTORCYCLES OF GERMANY.**

BMW

And the story is just getting good. We're at the swing arm now. And if you guessed it's all new, too, you're right. Box-section aluminum that's wide in front to allow bigger tire selection. In back, new eccentric-cam chain adjusters that until this year only showed up on mega-buck racing exotica. Topping the swing arm is race-designed rising-rate Uni-Trak® suspension featuring 4-way adjustable damping and bottom-mounted progressive linkage that works with tensive forces, not compressive, for lighter weight and lower C.G. That's a serious rear end, folks.

Feeding the GPz cylinders are oval-bore carburetors on the 750, and Digital Fuel Injection on the 1100. The special pistons work with stronger connecting rods for sustained high speed operation. The standard oil cooler's capacity is up 33%. Black is the only race-engine color, so black it is. Crinkle-finish and black chrome with black high-volume pipes.

## THE EXPERIENCE

Nothing else even comes close. All the words in the world won't compare to one early morning ride.

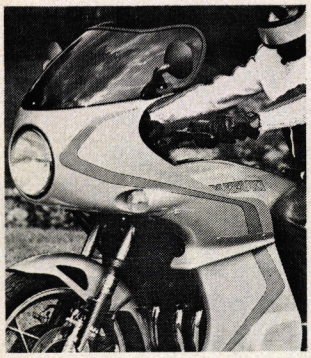
See the legend at your Kawasaki dealer. Now.

**Kawasaki**

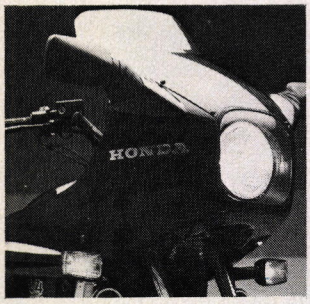
Let the good times roll.

Specifications subject to change without notice. Availability may be limited. Kawasaki believes in riding safely. Check local laws before you ride. Member, AMA and MSF

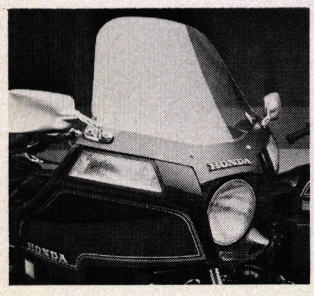
# SPECIAL EDITION: FAIRINGS



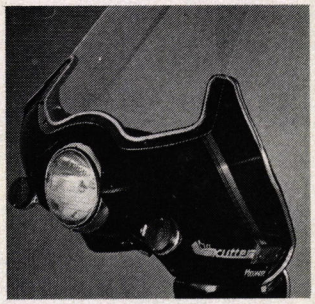
**Super Sport: $495.00 to $670.00**
A hand-laid fiberglass frame-mount unit similar in design and construction to Hannigan's STe, but lighter weight. Weighs less than 15 pounds complete with mounting hardware, windscreen and mirrors. Available in black or white gelcoat in standard form, the Super Sport can also be ordered color-matched at extra cost. It is designed for mounting on most popular machines 500cc-and-up and includes many of the features mentioned for the STe. Lowers are $175.



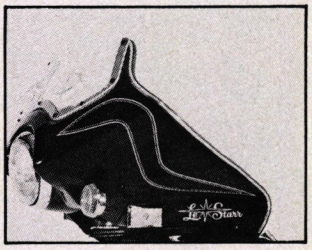
**American Honda Motor Co. Inc.**
**P.O. Box 50**
**Gardena, California 90247**
**Hondaline Sport: $565.00 to $665.00**
Designed for Honda's V-45 Sabre. Injection-molded ABS plastic fairing is available in color-matched black or red finish. Standard features include aerodynamic polycarbonate headlight cover; lowers; integrated wide-angle mirrors; smoke-tinted polycarbonate windscreen; two storage pockets (right side locks), two instrument openings for optional gauges; a headlight adjustment knob; and knee pads built-in to the fairing interior. Comes complete with all mounting hardware.



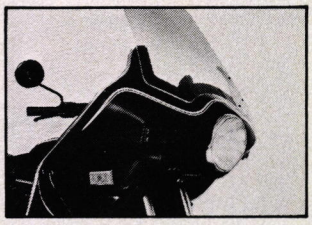
**Hondaline Touring: $652.59 to $1600.00**
Manufactured by Honda for the GL650 Silver Wing, GL1100 Gold Wing and CB1000 Custom. Injection-molded ABS plastic construction with height-adjustable polycarbonate windscreen available in three heights. Engineered to accept Hondaline accessories including complete component audio system and instrument group. Features include two storage compartments (right side locks), built-in air vents, integrated turnsignals, use of stock headlight, simple color-coded wiring, mounting hardware, lowers and color-matched paint available for all models.



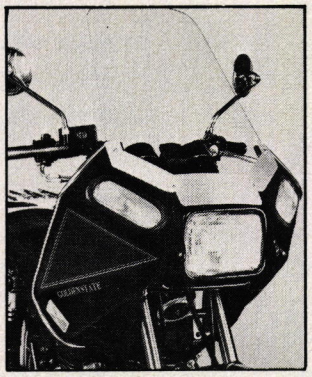
**Kutter Motorcycle Accessories**
**Howe Engineered Sales Co.**
**P.O. Box 642**
**Cedar Falls, Iowa 50613**
**(319) 236-9606**
**FGB & FGW100: $362.80 & up**
ABS plastic construction in choice of black or white gloss finish, each with standard gold pinstriping. Standard features include integrated turnsignal/running lights, 7-inch recessed headlamp and dual tonneau-covered storage compartments. Options include two windshield heights with or without snap-vents ($45.75 to $50.35), locking pocket covers ($9.50 to $16.00), lowers ($65.75), radar detector, lighter, halogen headlight ($39), and radio with or without exterior antenna. All mounting hardware is included in base price.



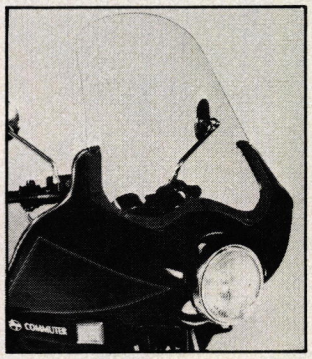
**Lee's Rider & Cycle Accessories**
**125 E. Inez St.**
**Tucson, Arizona 85706**
**(602) 294-5875**
**LeStarr: $339.90**
Fiberglass touring fairing finished in gloss-black, silver or white gelcoat and shown with optional snap-vent windshield. Standard features include built-in turnsignals and running lights, dual storage pockets with snap-on tonneau covers, pocket liners, lighter, wiring harness and G.E. headlight. Options include LeStarr lowers ($59.95) and Cobra theft alarm with or without pocket pager.



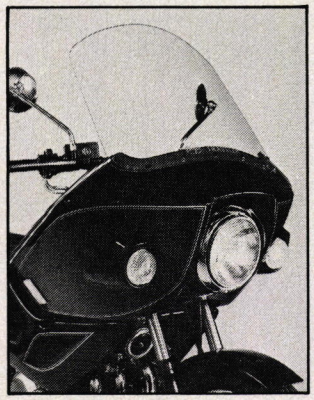
**Luftmeister Inc.**
**135 East Stanley St.**
**Compton, California 90244**
**(213) 638-8508**
**Luftmeister: $443.00 to $486.00**
A fiberglass touring fairing designed to fit and color-match BMWs and most Japanese bikes of 500cc and larger. Most models accept standard headlights and turnsignals and come complete with all mounting hardware necessary for installation. Color-matched lowers are available for an additional $108.95. Bosch headlights also available for additional charge. Standard features include side-mounted running lights, headlight adjustment knob, side storage compartments and instrument panel that will accept two gauges. Send $3 for catalog and further information.



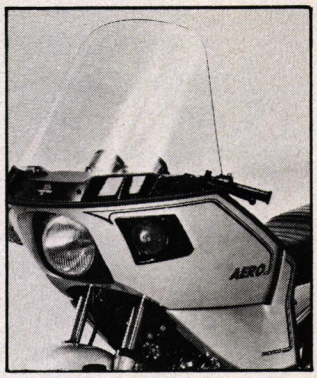
**Ocelot Products**
**895 W. Mill St.**
**San Bernardino, California 92410**
**(714) 884-0484**
**Goldenstate: $239.65**
ABS plastic touring design with a 3/16-inch windshield, finished in high-gloss black. Features include a 21- or 23-inch tall shield, sealed-beam rectangular headlight, integrated leading-edge turnsignal/running lights, chromed edge trim, a stainless steel frontal mask and dual storage compartments (one locking and one tonneau-covered). All mounting hardware is included.



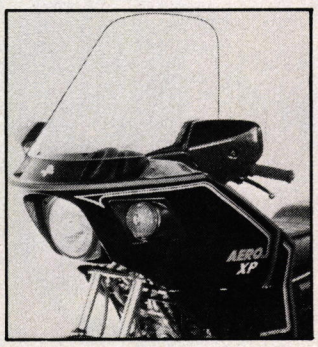
**Commuter: $265.95**
Manufactured of tough ABS plastic in black or white with chrome edge trim; can be had with or without snap-vents and with a 2-inch-taller windscreen. Dual tonneau-covered storage areas offer enough room for maps and gloves. Utilizes stock headlight and turnsignals. Can be painted. Comes with specific mounting and hardware for individual machines.



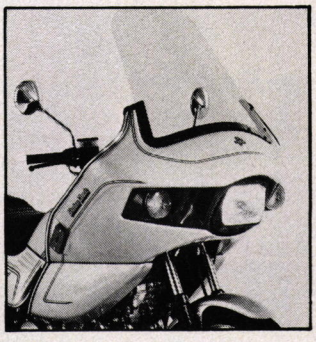
**Torque Traveler: $404.95**
Formed of ABS plastic with a high-gloss acrylic finish in either black or white. Features include a 7-inch headlamp, integral turn-signals, side lamps, twin storage compartments with locking covers, and a non-glare dash with a lighter as standard equipment. Windscreen is available in two-inch-taller version with or without snap-vents. Mounts specifically engineered for individual bikes included in the price.



**Pacifico Inc.**
**1625 S.E. Hogan Road**
**Gresham, Oregon 90730**
**(503) 666-5502**
**Aero: $469.00 to $563.00**
A computer-designed ABS plastic, mid-sized touring model with dual windshield air vents integrated into the design. Standard features include an 1800-cubic-inch storage capacity, radio mounting capability, a knob-type headlight adjusting system, built-in turnsignal/running lights and room for mounting gauges. Matching lowers retail for $94.



**Aero XP: $499.00 to $642.95**
A second-generation computer-engineered ABS plastic touring fairing designed for 1000cc-or-larger machines. Features include a scratch-resistant G.E. Lexan windshield with Marguard MR-5000 coating, 1800 cubic inches of storage space, capability to mount a sound system without additional dash parts, six-bolt mounting and integral turnsignal/running lights. Optional equipment includes matching lowers ($94) and body-mount mirrors ($49.95). Aero XPs purchased between 2-1-83 and 7-1-83 qualify buyer for mirrors for $17.50 a set.



**Shadow Classic: $574.00 to $643.00**
Constructed of ABS plastic in a computer-designed form for aerodynamic efficiency. Features a black, white or silver polyurethane finish, dual lockable side storage compartments, in-dash headlight adjustment knob and pinstriping. Optional lowers retail for $69 a set. Pacifico's top-of-the-line unit also includes dash-operated air vents and 1400 cubic inches of storage. Mounting hardware included.

101 KLOL PRESENTS

THE 1983 MILLER HIGH LIFE

Miller HIGH LIFE BEER

# SUPERCROSS

## Houston Astrodome March 19 & 20, 1983

HONDA

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Wrangler

**Supercross invades the Astrodome for two days of super-charged championship indoor motocross races that are out of this world!**

**TICKETS:**
**$12.00 & $10.00**
(Reserved)
Children under 12 - HALF PRICE
All tickets $1 more on race day.

**SATURDAY**
**MARCH 19**
**Doors open at 7:00 PM - Racing at 8:00 PM**

**&**

**SUNDAY**
**MARCH 20**
**Doors open at 12:30 PM - Racing at 1:30 PM**

**FOR MAIL ORDERS:**

Enclose a self-addressed stamped envelope, plus a $5 service charge per order and mail to:

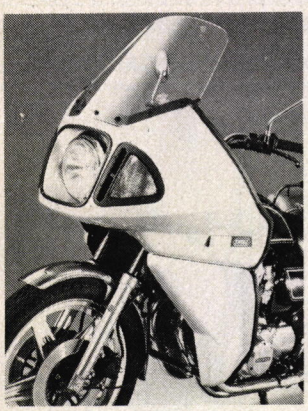
Miller High Life Supercross
Astrodome Ticket Office
P.O. Box 1691
Houston, Texas 77001

Make checks payable to - The Astrodome
(Deadline for mail orders March 5, 1983)

**CHARGE TICKETS BY PHONE!**
**(713) 799-9555**
**VISA & MASTER CARD ACCEPTED**
($1.75 Service Charge per Ticket)

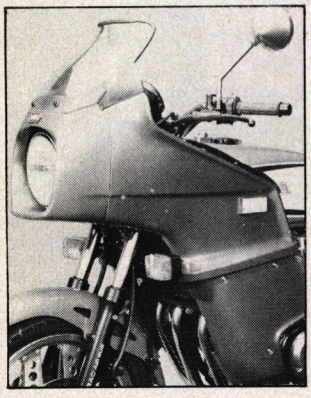
**FOR AMATEUR RACE INFORMATION CONTACT:**
Super Sports, Inc., 1101 9th Avenue North, St. Petersburg, FL 33705. (813) 822-8929.
**FOR RACE INFORMATION CONTACT:** PACE Management Corp., 1124 Lovett Blvd., Houston, TX 77006. (713) 526-7666.
**WRANGLER EARLY ENTRY:**
Saturday at 4:30 PM, Sunday at 11:30 AM. Entry through gate 7. See your participating Wrangler retailer for details.

# SPECIAL EDITION: FAIRINGS

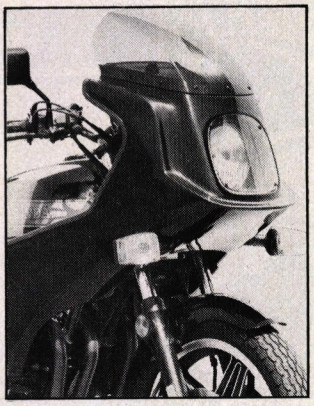


**Shoei Safety Helmet Corp.**
**1717 Pontius**
**Los Angeles California 90025**
**(213) 477-6051**
**GF-1: $425.00 to $495.00**
A full-size touring fairing constructed of fiberglass with a Plexiglas windscreen. Finished in black, red or silver metallic paint. Developed for 500cc to 1100cc machines. Standard features include integral turnsignal/running lights, dual locking storage compartments and room to mount accessories in the dash area. Lowers are an additional $60 to $70 depending on machine make and model. Weight is 18 pounds.

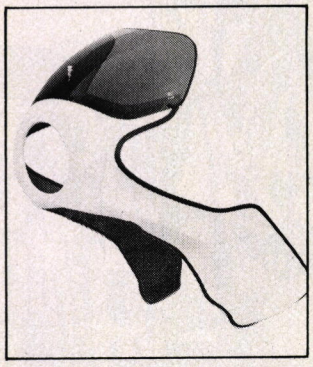
**GF-2: $450.00 to $520.00**
Constructed of fiberglass-reinforced plastic. A slimmer and more compact model than the GF-1 with less interior space. Intended for machines from 400cc to 750cc. It features a rectangular quartz-halogen headlight and rectangular turnsignal lights; choice of red, black, silver or blue paint. Lowers range from $60 to $70 depending on the particular application.



**GF-3 $425.00 to $495.00**
The GF-3 is made of fiberglass and is similar in design to the GF-2, w th many of its features, but with a shorter, sports-styled windscreen and a large-diameter round headlamp fitted. Lowers are $60 to $70.

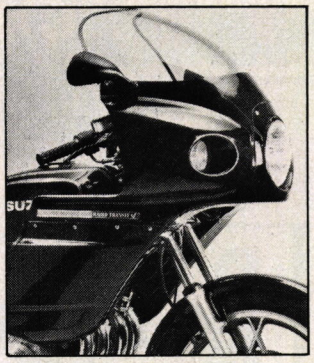


**Target Products Inc.**
**2724 West Main St.**
**Alhambra, California 91801**
**(213) 284-3238**
**Cd17: $295.00 to $370.00**
A hand-laid fiberglass sport-styled fairing developed to complement the lines of Honda's F-series machines. Similar in design to Target's Cd12 bar-mounted fairing, the Cd17 features a chin-spoiler air dam and an optional Lucite headlamp cover ($15). Other options include Kal-Gard black epoxy-coated engine case guards ($30), matching Honda silver metallic paint ($50) and a smoke-tinted windscreen ($5). Can be adapted to a variety of machine makes and models. Contact Target for specific mounting details.

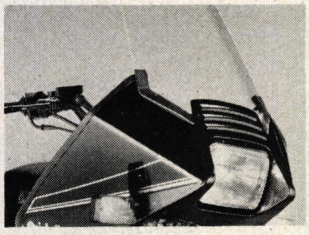


**Cd4: $265.00 to $270.00**
A frame-mount fiberglass design for smaller-displacement (250cc-400cc) motorcycles. Headlamp opening is 7 inches in diameter and the Plexiglas racing-contour windscreen is available in a smoke-tint version for an additional $5.

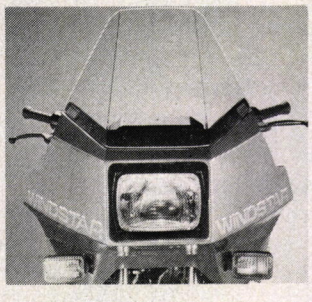
**Cd5: $275.00 to $280.00 (not shown)**
**Cd7: $285.00 to $290.00**
The Cd5 is designed for installation on 500cc-750cc bikes while the Cd7 was developed for use on 750cc-1000cc transverse-four bikes. Each has a 7¾-inch round headlight opening and competition-inspired styling. A smoke-tinted windscreen is optional ($5).



**Don Vesco Products Inc.**
**7565 North Ave.**
**Lemon Grove, California 92045**
**(714) 465-8257**
**Rabid Transit: $476.95**
A European-styled sport-touring fairing constructed of hand-laminated fiberglass, finished in white or black polished gelcoat. Intended for use on machines 550cc or larger. Choice of clear or tinted bubble windscreen and two heights of touring windshields are available varying in price from $49 to $54. Interior of fairing offers space for dual storage compartments and mounting panel for sound equipment, etc. Aerodynamic efficiency has been proven at Bonneville salt flats at speeds approaching 150 mph. Price includes mount and hardware; optional lowers available ($65).

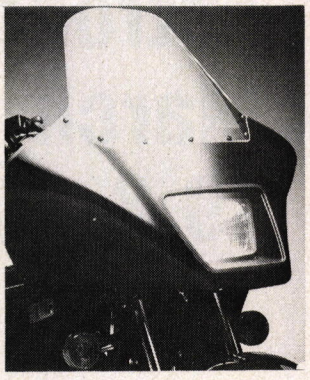


**Vetter Corp.**
**P.O. Box 927**
**Rantoul, Illinois 61866**
**(217) 893-9300**
**Quicksilver: $299.95**
An ABS plastic fairing designed for middle-weight motorcycles. Comes finished in black or silver. Standard features include black stalk-mounted turnsignals, a sealed-beam rectangular headlight, black trim and a black pebble-grain interior with two soft naugahyde-covered pockets for storage. Options include wingtip fairing extensions, a Silver Sound Panasonic AM/FM radio, locking storage compartment coves and a shorter windshield in tint or clear. Claimed weight is 12 pounds with hardware.

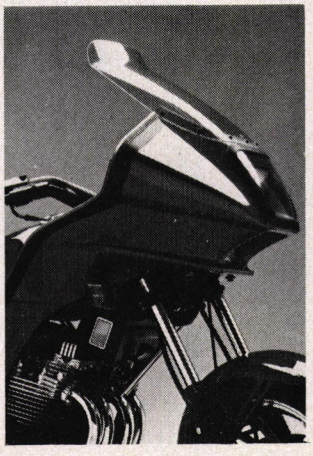


**Windstar: $399.95**
A new ABS plastic unit designed for aerodynamic efficiency, and full touring protection. Features include rectangular turnsignals and running lights, two locking storage compartments and a Sylvania sealed-beam quartz headlight. Options include a Windstar Ultra Sound system with Vetterphone Stereo headphones or interbike wireless intercom. Colors are black, silver, Honda Wineberry Red or Yamaha Star Silver.

**Windjammer V: $599.95**
A full-sized ABS plastic touring fairing which features built-in flush-mounted turnsignal/running lights, a locking right-hand tonneau cover, left-hand soft tonneau cover, and headlight-adjustment control. Options include Ultra Sound system, Interbike intercom, quartz headlight, tinted windshield and a locking left-hand storage compartment cover. Available in Suzuki Blue, Yamaha Star Silver and Honda Brown, Black or Red.

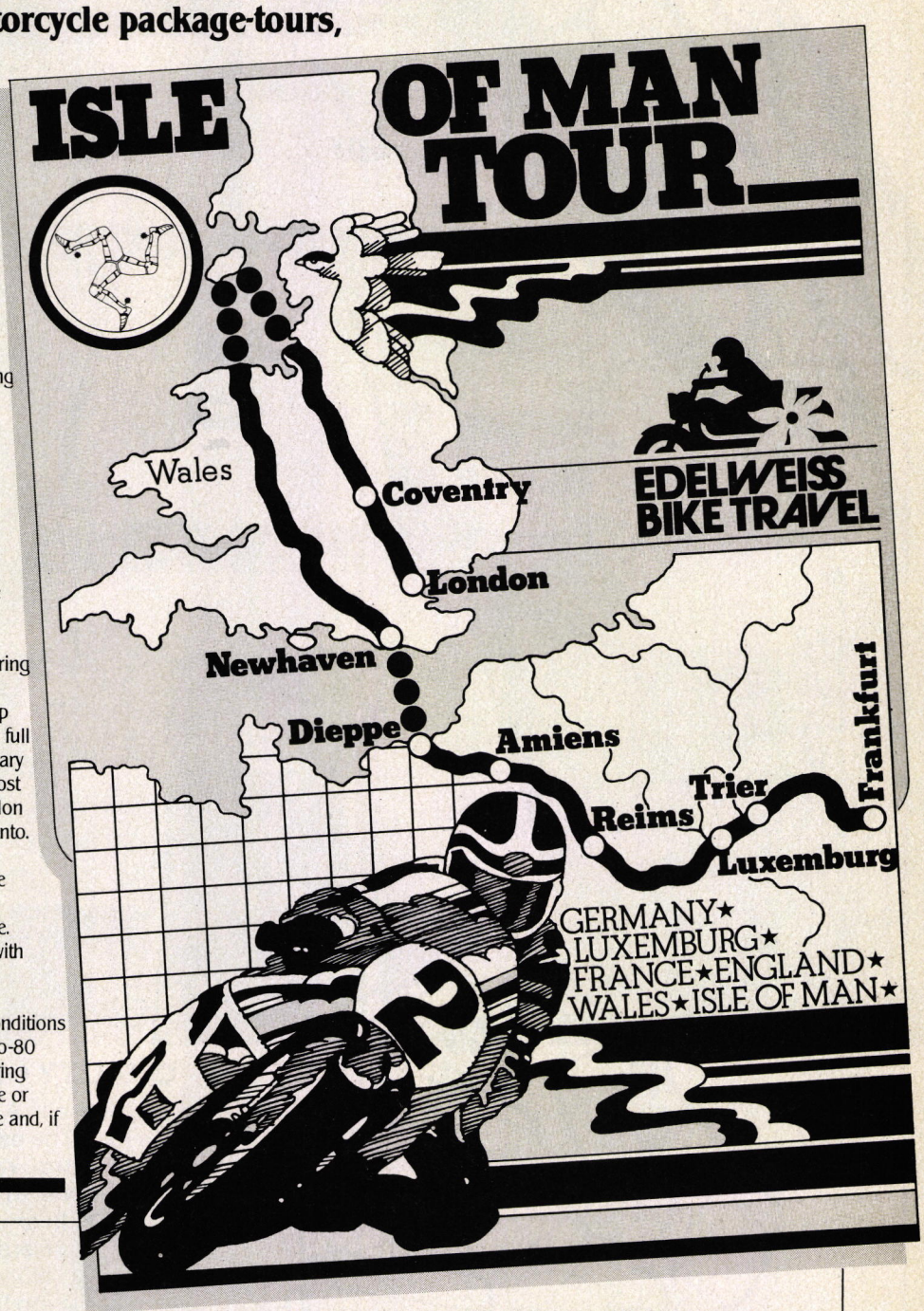


**Yamah Parts Distributors Inc.**
**6555 Katella Ave.**
**Cypress, California 90630**
**X-1: $432.90 to $500.95**
Constructed of ABS plastic and designed specifically for mounting on Yamaha's Virago, Maxim, Heritage and other mid-sized machines. Available in variety of colors to color-match Yamaha models. Lowers are available as an option.



**Seca 750: $458.90 to $511.85**
Designed to fit Yamaha's Seca 750. Features include Plexiglas windscreen and headlight cover, recessed opening for the Seca's driving light, and adjustment system for the main headlight. Contact Yamaha dealers for details.

**There are two great motorcycling adventures that bike enthusiasts in America seem to dream about more than any others: touring Europe by bike, and riding to The Isle of Man to watch the world-famous Tourist Trophy roadrace championships. And now, through Edelweiss Travel, a European company specializing in motorcycle package-tours, *both* dreams can become reality in one 15-day ride. It's the Edelweiss Isle of Man Tour.**




This tour's exciting itinerary begins with a flight from Toronto, Canada, to Frankfurt, Germany, via CP Air-a carrier that will also transport your motorcycle on the very same plane for a reasonable fee. After a welcoming dinner hosted by Edelweiss, the group departs Frankfurt for a six-day excursion through some of the most intriguing areas in northern Europe. You'll follow the river Rhine through centuries-old vineyards and picturesque villages, with numerous old castles and points of historic interest dotting the landscape along the way. The route continues to tiny Luxembourg, one of the smallest but most interesting countries in Europe, then into northern France and the heart of the Champagne region. Then it's across the English Channel by ferry to England, where the group heads northwest, visiting landmarks like the awe-inspiring monoliths at Stonehenge and winding through the rugged hills of Wales. Another ferry ride takes the group over to The Isle of Man, where everyone will spend five full days exploring the island and spectating at the legendary T.T., held on a 37-mile course that is considered the most challenging in the world. The tour then returns to London for a day of sightseeing before the return flight to Toronto.

Edelweiss has selected a route for this tour that will be the most interesting for motorcycle riders, using secondary roads instead of freeways wherever possible. The hotels chosen are of a good European standard, with their local flavor or historical significance having been taken into consideration. Weather always is one of the challenges on a European tour, but good riding conditions can be expected, with temperatures ranging from 50-to-80 degrees Fahrenheit. And if you can't or don't wish to bring your own motorcycle, Edelweiss can either rent you one or make arrangements for you to purchase one in Europe and, if you desire, take it back home with you after the tour.

**Dates:**
The tour leaves Toronto on May 27, 1983 and returns June 11, 1983.

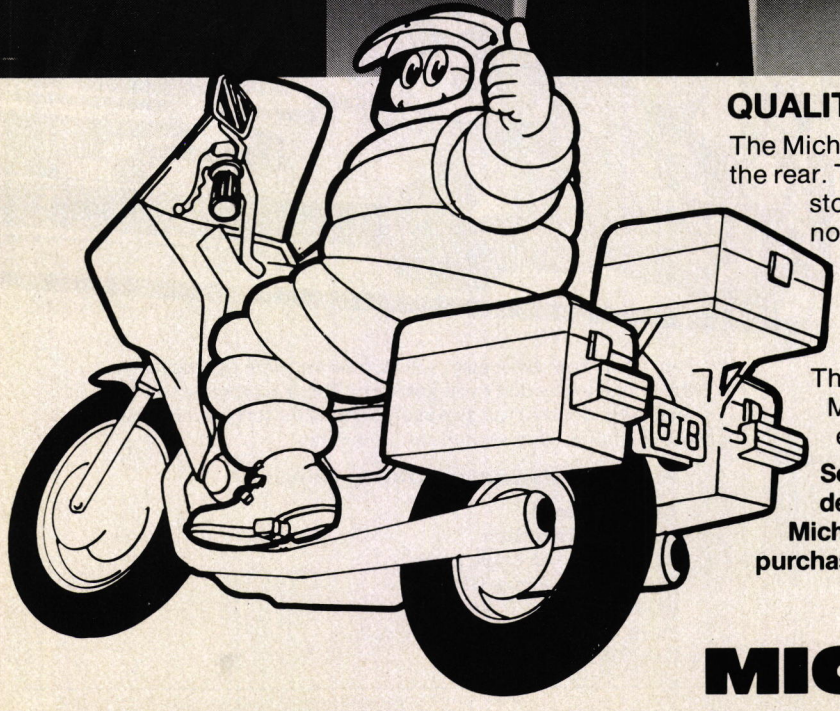
**Rates:**
Rider-U.S. $2122 • Passenger-U.S. $1612

**Included In Tour Rate:**
- Flight from Toronto to Frankfurt, and from London to Toronto
- Air freight for your motorcycle on above flights
- Hotel accommodations and breakfast while in Europe
- Welcome and Farewell dinners in Europe
- Tour-information package with booklet and tour maps
- Traffic-rule pamphlet and safety instructions
- European tour-guide on a motorcycle
- Van for transport of tools and riders' luggage
- Ferryboat expenses • Isle of Man T.T. races (free)

Paul Dean from CYCLE GUIDE will be traveling with Edelweiss on this tour, so why don't you join him? The trip promises to be an experience that will give every serious motorcycle enthusiast memories that should last a lifetime.

**For more information, write or phone:**

**Anchor Travel**
c/o Robin Friedman
P.O. Box 24, 29 Engle Street
Tenafly, New Jersey 07670
(800) 526-4789 Toll-free
From Canada or New Jersey, call:
(201) 569-5464

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The Michelin A-48 for the front. And the M-48 for the rear. The perfect match to take the road by storm. With performance that's second to none. In the curves. On the straightaway. In any weather, come rain or shine. Here's all the traction, directional stability and dependability you're looking for in a street tire.

These tires are all you'd expect from Michelin at less than you'd expect to pay.

**See your participating dealer and ask about a free Michelin T-shirt with the purchase of Michelin tires!**

**MICHELIN**

# SPORT LINES

*Cycle Guide's True Tales of Race Courses, Dark Horses and Machines at Speed*

EDITED BY DAIN GINGERELLI

# Devil's Staircase

*It's not the stairway to heaven.*

• The name isn't misleading. Devil's Staircase is exactly what the name implies. It's a 500-foot hill staircased with four jumps—the final one being just before the timing lights, 375 feet up the slope.

Devil's Staircase is perennially the site of the final hillclimb of the AMA pro season. To most people, the Staircase, located near Waynesville, Ohio on Route 73, is just another roadside hill with a slope of about 45 degrees. But to the hillclimbers who tackle it once a year, it's the Devil himself, manifested in dirt and loose gravel. And no one takes Devil's Staircase lightly, either. Earl Bowlby, who made it to the top quickest during the 1982 event, didn't kid about the Staircase: "This is a tricky hill and it's dangerous, too."

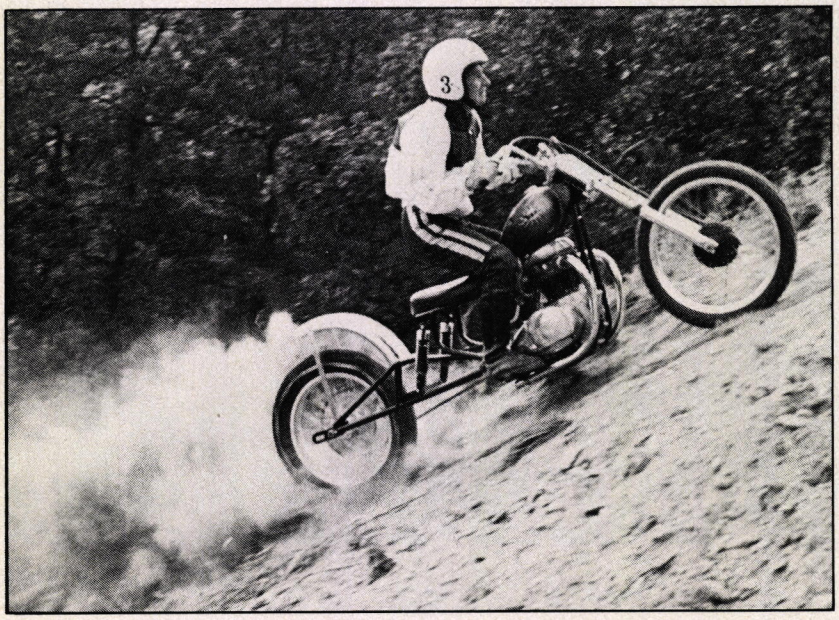
PHOTOGRAPHY © 1983 RICH CHENET

*Continued*

**750cc-champ Lou Gerencer points to the top of Devil's Staircase**

*And for a hillclimber, the only way to point is up.*

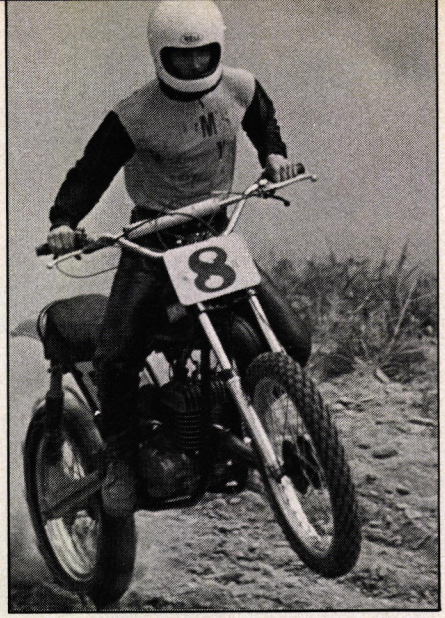
# Foggy Mountain Breakdown



• BSAs are best for hillclimbing—so say many 'climbers—because of their power characteristics and light weight. As BSA-tuner Tom Ebert says, they have a wide powerband, ideal for scaling hillsides. Ebert adds, "They're simple to work on, too," and that makes BSAs even more of a favorite. But Ebert, like other BSA-mounted hillclimbers, has discovered that while the British twins are easy to work on (he tunes for four riders), getting parts for them is another matter.

John Hamilton's solution to the BSA parts shortage is simple: Make your own. And as a machinist, he's been whittling his own BSA parts for 10 years; it's a formula he's followed to the national championship, too. But despite the affection and trust BSA riders put in their engines, they face the same hazard encountered by racers the world over: mechanical breakdown. And passing 80 or 90 percent nitro through the vintage cylinders can only encourage that to happen. But to a BSA rider, it's more than just a DNF; it also means chasing down those hard-to-find parts. And with a Beezer, a breakdown can mean more than just a set of points or piston rings. Or as Ebert solemnly says, "They have a tendency to break the whole cylinder right off when they go."

*—Dain Gingerelli*



**Rear wheel traction is essential**

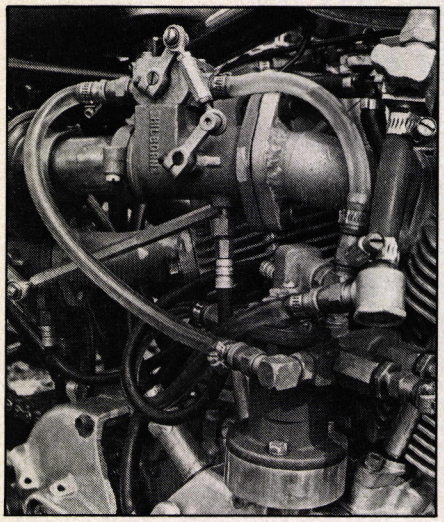
*The front wheel flies first-class.*

The imminent danger, Bowlby and other hillclimbers agree, lies in the jumps, especially the final one, which had been the cause of injury to several riders the previous year. To minimize the risk, a rider's safety committee inspected the hill before each event, checking for hazards such as abrupt surface changes or obstacles in the run and at the crest of the hill itself. And it's the crest that the riders are most concerned with.

This year's safety committee deemed that running the entire hill was unsafe. The bikes, the committee said, would gather too much speed and become airborne at the summit. The airborne antics themselves weren't the deciding factor; it was the speed that the bikes would carry at the top—more than 60 miles per hour—that caused the decision to move the finish line to the 375-foot mark. "Besides," said the laconic Bowlby, "if we crash on top of the hill it's no good—the spectators can't see it."

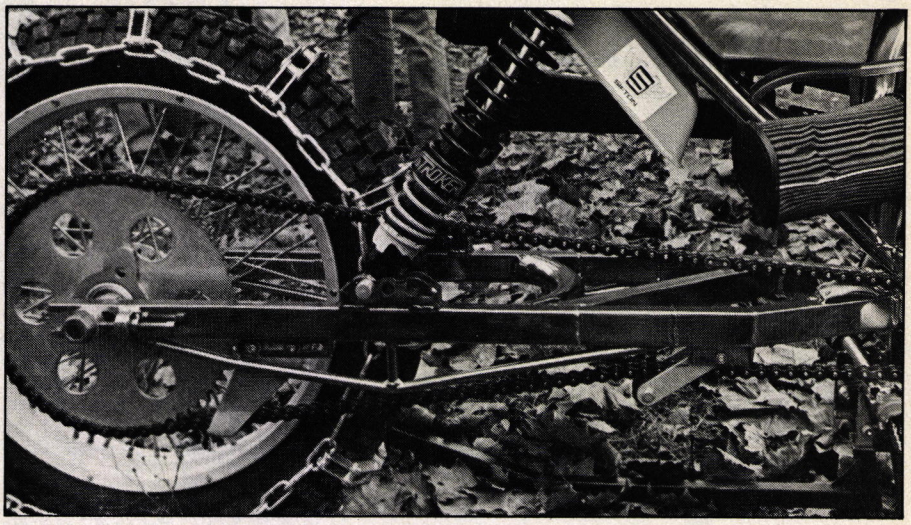
But while the hill itself concerned all the riders, there were a few racers with additional worries: The championship was at stake. In the 500cc class, John Hamilton and Keith Grooms came to the Devil's doorstep tied for the lead, each with 97 points after eight events (hillclimbing is scored 15 points for first, 14 for second, and so on down to one point for 15th). The 750cc class was almost as close—Louis Gerencer had a slim one-point lead over Doyle Disbennett.

Bowlby, Hamilton, Grooms and Disbennett shared one common trust, though; all rode BSAs. The old English twin, say many hillclimbers, is perfect for clawing up slopes, and offers plenty of power at just about any rpm. Gerencer, on the other hand, puts his faith in American iron—a Harley-Davidson. And he rides it well: He was the 1980 750cc champ. Also, Gerencer claims to be the man responsible for introducing rear suspension to hillclimbers, first putting shocks on his bike in 1979. Now just about every 'climber has followed suit. Prior to the innovation of suspension, most racers put stock in only two things: raw horsepower and iron wills.



**Hilborn circuitry: A 'climber's dream**

*And a plumber's nightmare.*



**Hillclimbing came of age with the introduction of swingarms and shock absorbers**

*And with chains on the tires, reaching the top floor is now much easier.*

While rear suspension has made the climbing easier, the mountain men still prefer their horsepower in large doses. Most burn between 85 to 97 percent nitro. The ante is upped even more by five-time 500cc champ John Williams, who feeds *straight* nitro to his Honda four through Hilborn injectors. The result is 14,000 rpm on a typical climb. And at this year's Devil's Staircase the rpm wasn't wasted, because as Williams confided before the racing, "there will be good traction today."

Unfortunately for Williams, two other riders—Jim Clark and Rodney Riddles—had more bite at the Staircase, and Williams had to settle for third.

As for Gerencer and Hamilton, their day was perfect. Even though they finished third and fourth respectively, each won his class championship. And Bowlby's time of 6.33 seconds was tops for the day, making him King of the Hill.

But according to the other 'climbers at Devil's Staircase that October day, they're all Kings of the Hill. These men view motorcycle racing a little differently than do other kinds of motorcycle racers. To them, the only way to go is up, and when it comes to leveling a hillside, they claim to be the best in the world. As one Devil's advocate put it at the conclusion of the Staircase event, "We'll challenge anyone, from anywhere, any time."

Just be prepared to sell your soul to beat them.

*—Dain Gingerelli*

*Continued*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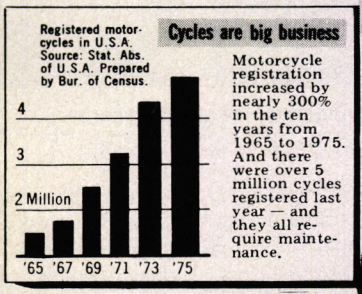


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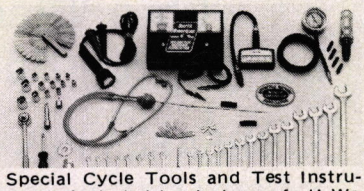

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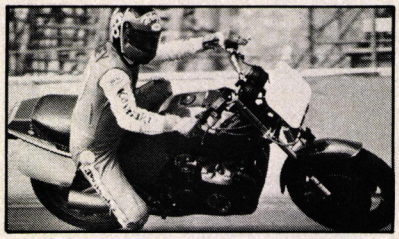
# Pit Bits

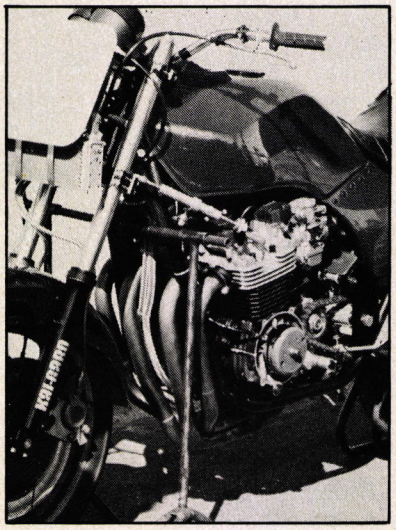
• Yoshimura pops the news: Yoshimura R&D won't be in the AMA Superbike series this year. According to Yoshimura spokesman Marcel Fortnery, the team that helped put Superbike racing on the map will take this season off to evaluate its racing priorities and to initiate further R&D. However, Fortnery said, Yoshimura will build engines for Team Hammer's privateer endurance roadracing program, and continue development of its own 750cc Superbike.

PHOTOGRAPHY © J. WARD McKEE



**Wayne Rainey on the new GPz750**

*Testing the 750 waters.*



**Kawasaki GPz750 at Riverside**

*A three-quarter-size Superbike?*

• Life goes on: Meanwhile, the Kawasaki Superbike wheels continue to turn. Wayne Rainey was busy testing the new GPz750 at Riverside in preparation for the 750cc formula's Daytona debut this March.

• Back to school: The California Superbike School has expanded its 1983 program to include seminars at every AMA National roadrace course (with the possible exception of Daytona). According to Superbike School director Keith Code, on-track classes will be held the week following each of the AMA roadrace Nationals. The regular curriculum includes sessions at California's Willow Springs, Riverside and Laguna Seca tracks.

*Continued*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# Pit Bits

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**World Champ Brad Lackey**

*Contemplating Maico for 1983?*

• Lackey to Maico? Brad Lackey might sign with Maico for the upcoming GP season. Sources inform us that he was testing Amal carburetors on a Maico prior to the Christmas holidays. The rumor makes sense, considering that Suzuki hasn't been overly warm on renewing Bad Brad's contract and his bridges to Honda and Kawasaki are still smoldering.

• New Chief: Wayne Moulton will replace Mike DiPrete as the AMA's Director of Professional Competition. Moulton comes from Triumph Motorcycles America, where he was president for the past three years. Welcome to the AMA, and its can of motocross/Supercross worms.

• Wrangler Super Series: On the topic of MX/SX, the AMA has condensed its knobbie calendar so the season concludes in August at Carlsbad Raceway. The reason, states the AMA, is to give the Trophee and Motocross des Nations team

# Pit Bits

PHOTOGRAPHY © PATRICK BEHAR

**Wrangler returns to Supercross**

*And goes outdoors as well.*

a breather for the September showdown.

• Des Nations Calendar: The Motocross des Nations will be at Angreau, Belgium, and the Trophee will be at Povazska Bystrica, Czechoslovakia.

• What a pair: Dennis Sigalos and Bobby

PHOTOGRAPHY © SPORT GRAPHICS/RON ZUEHLKE

**Trophee des Nations, circa 1982**

*The Yanks will be rested for '83.*

Schwartz won the speedway Best Pairs race at Sydney, Australia. Sigalos and Schwartz finished one-two in each of their six races to dominate the international event. Placing second was the English duo of Phil Collins and Kenny Carter.

• Three-for-three: By winning the Best Pairs, America owns rights to all three 1983 FIM speedway titles, including the World Final (Bruce Penhall), World Team Cup (Penhall, Sigalos, Schwartz and Kelly Moran), and, of course, Best Pairs.

• Three's company: The ATC and Odyssey racing revolution has spread to the desert. According to the All-Terrain Racing Association (ARA), there now are monthly ATV races in the Mojave Desert. The ARA (Box 494, Apple Valley, California 92307) has classes for stock and modified ATVs, with most races stretching over two 20-mile loops. Racing, in true desert-racer tradition, is run rain or shine.

• Quote Department: After winning the F2 motorcycle feature race at the Long Beach Grand Prix last April, Dave Busby was asked what it was like racing through the streets of Long Beach. Busby replied, "Well, for one thing, I didn't get any tickets." *—Dain Gingerelli*

*Continued*


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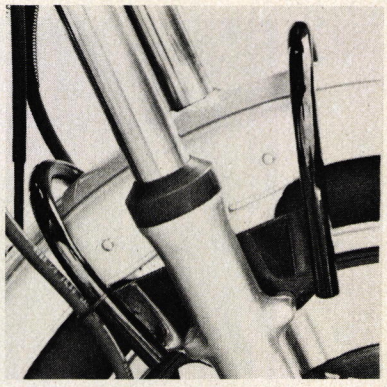

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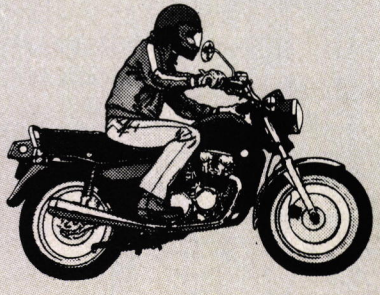

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# Winners & Losers

## Promoting A New Deal For Motocross

*The AMA learns about a different kind of competition.*

• It's a scary feeling to wake up one morning and find yourself staring straight into the face of the free-enterprise system. And that's exactly what happened to pro motocross in this country at the end of the '82 season. But not only did motocross survive, it's better for it, although the sport will never again be quite the same.

You see, for more than 10 years the American Motorcyclist Association (AMA) had been the sole voice of motocross in America. Oh, sure, there were other sanctioning clubs—outlaws, as the AMA called them—but they only dealt with local races. On the national level, motocross was a monopoly; if you wanted to race, you raced AMA. But

**250 National champ Don Hansen**

*No GNC in his future, though.*

that's no longer the case. Less then two months before the season opener at Anaheim Stadium, no one in the country knew which organization would be sanctioning the '83 championships.

This uncertainty was due to the discontent that had grown between the AMA, the motorcycle manufacturers and the event promoters. Of course, factory race teams had long complained about the length of the racing season. As Yamaha's racing chief Ken Clark lamented, "What other sport has a season that starts in January and ends in November? It's almost impossible for a race team to maintain its motivation for that period of time."

Nonetheless, the manufacturers managed to coexist peacefully with the AMA—until the '83 racing schedule was announced. The season would be long once again, but more importantly, there was to be a completely new format. The idea was to pit the biggest-name stars from the 250 and Open classes against each other both in outdoor and stadium races, and then crown a single Grand National Champion at season's end. The 125 class would be set aside for privateers and rising young stars, and each year the 125cc champion would be expelled from the class to compete in the GNC series. The format was designed to please the promoters, who wanted as many of the top riders competing against each other as possible; to please the spec-

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*Continued*


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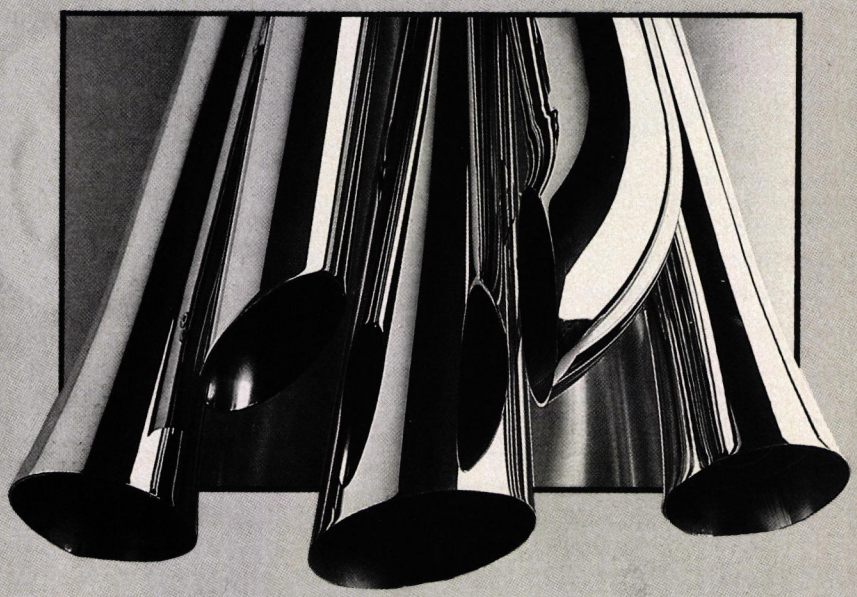

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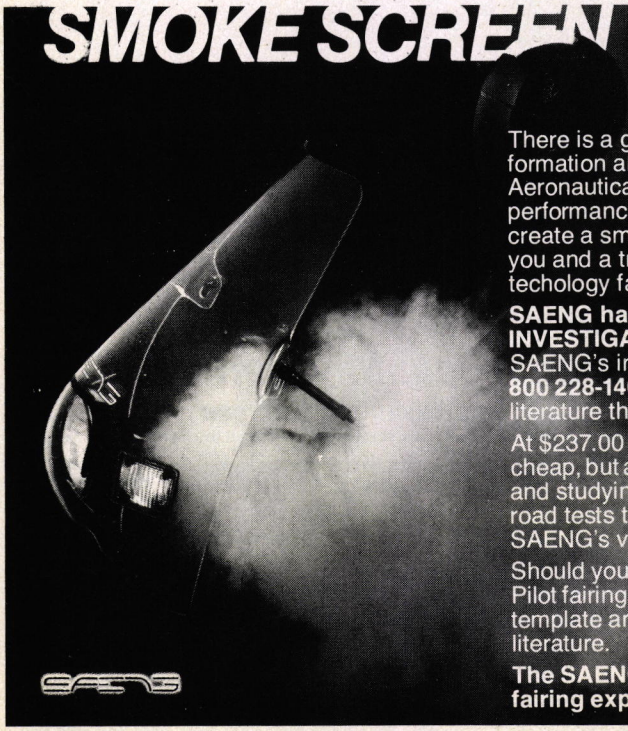

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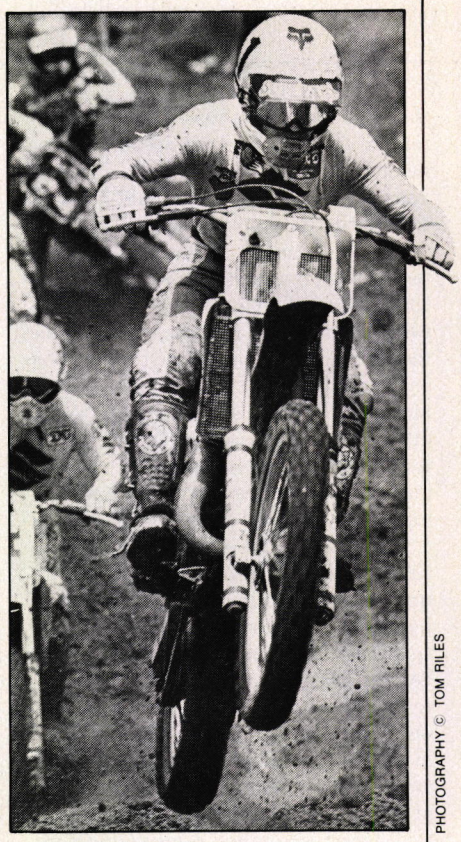


PHOTOGRAPHY © TOM RILES

**Mark Barnett; No. 1 in 125**

*Getting a reprieve for 1983.*

tators, who wouldn't have to memorize the names of five different champions (125, 250, Open, Stadium and Trans-USA); and to please the manufacturers, who, presumably, could cut back on the size of their teams.

But the new format pleased no one, least of all the manufacturers, who claimed the GNC series would accomplish none of its goals. They felt it would, instead, force privateers *and* factory riders into classes for which they might not be best-suited. What's more, because the factories would have to equip a rider for three different kinds of races, the new format would cost more, not less. And above all, the already-long season would be longer still. Consequently, the factories took it upon themselves to shorten their '82 racing season by not sending teams to compete in the Trans-USA series.

It was then that the AMA made the most counterproductive move of all. Instead of taking steps to resolve the ill will, the AMA filed a lawsuit naming Honda, Suzuki and Yamaha in a restraint-of-trade action for conspiring to undermine the Trans-USA series. So the factories turned their backs on the AMA and went shopping for a new sanctioning body. "The AMA can do whatever it wants," said Ken Clark, "but putting on a race is just like having a war: You can't do it if no one shows up."

One logical alternative to the AMA was the Continental Motosport Club (CMC). It already had a good local reputation in Southern California, and even achieved national fame with its Golden State and Trans-Cal series. And best of all, the CMC was willing to listen and change with the needs of the sport. The club also claimed to be much more efficient than the AMA. "People ask me how I run my races so much more cost-effectively than the AMA," lectures CMC-head Stu Peters. "I just run my operation like UPS while the AMA works like the U.S. Post Office." Still, the manufacturers were worried about how a small outfit like CMC could deliver, come rain, sleet or controversy.

Another sanctioning body under consideration was the motorcycle world's dragracing authority, the National Motorcycle Racing Association (NMRA), a legitimate offspring of the National Hot Rod Association (NHRA). With all of the NHRA's decades of race-sanctioning experience behind it, the NMRA certainly had the resources to put together a motocross series. NMRA's proposal was similar to CMC's, in that it could be tailored to the needs of the manufacturers, the promoters and the sport. The three separate classes would be run on the same day, there would be no claiming rule, and riders would be permitted to run in more than one class. The one difference NMRA proposed was the creation of a "Privateer Series," with a separate privateer champion.

So it was a clear case of perfect competition, with enough buyers and sellers to insure high-quality goods. But with one difference: All the buyers (the manufacturers, the promoters and, through attendance, the fans) had to make a choice as one entity. It wouldn't work if Honda were to race with the NMRA, Yamaha with the CMC and Suzuki with the AMA. One choice would have to stick.

So the choice was made to go with a new, and not surprisingly, improved AMA. Once the AMA realized it wasn't the only fish in the water truck, it began to listen more carefully. Negotiations between the involved parties ultimately resulted in the lawsuit taking a big step toward settlement, and the GNC idea was scrapped in favor of a format that looks remarkably similar to the CMC/NMRA proposals.

Three classes will run on the same day, but each rider will be confined to one class. In addition to 125, 250, Open and Stadium champions, there will be an overall champion named from combined stadium and outdoor points. And if that doesn't work, chances are we'll see another change next year. It's proof that competition improves the breed.

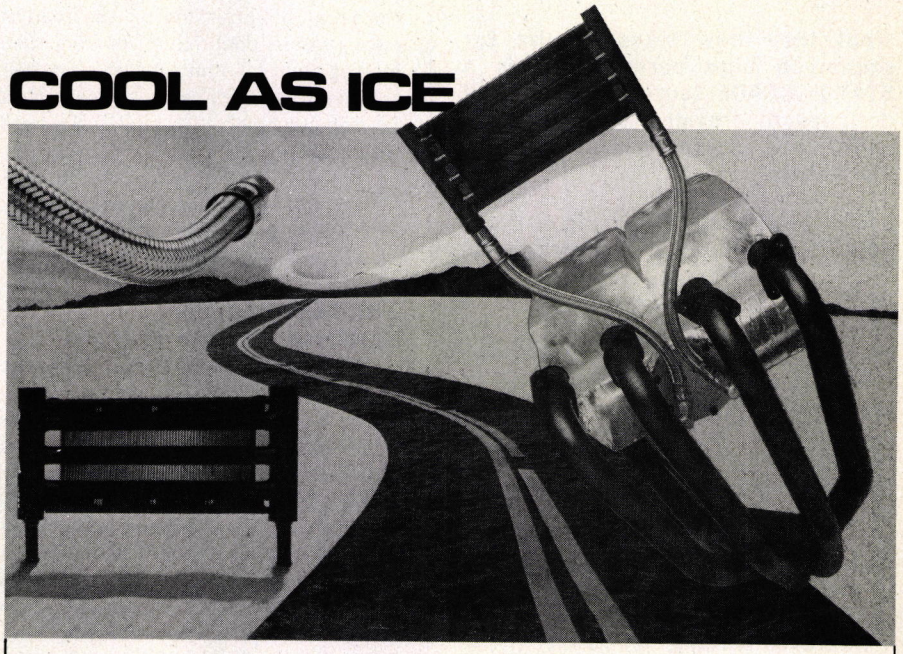
What happens to CMC and NMRA? They'll still be around. That's the nice thing about the free-enterprise system. It's always there when you need it.

*—Ron Lawson*

**Supercross stays the same**

*The AMA continues down the road.*


# COOL AS ICE



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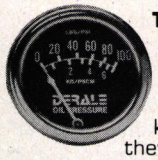


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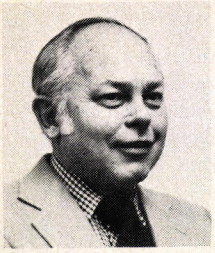

Bob Wehman is president and chief engineer of Spectro Oils of America and Intercontinental Lubricants Corp.

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# LETTERS

*House calls, One we missed and He doesn't care what they call it.*

### STRUTTIN' HIS STUFF

In his Ride Review of Honda's CB1100F (January issue), Ron Lawson said ". . . half the fun in being able to blow the paint off anything on the road is when everyone *knows* you can blow the paint off anything on the road." So tell me, why does a bike have to look fast to be respected?

For me, *all* the fun in being able to blow the paint off anything on the road is having others doubt that you can, then making them eat your exhaust—and their words—until they're convinced. Ron Lawson can buy his GS or GPz, I'll stick with a sleeper.

Philip McEntarfer
Rochester, New York

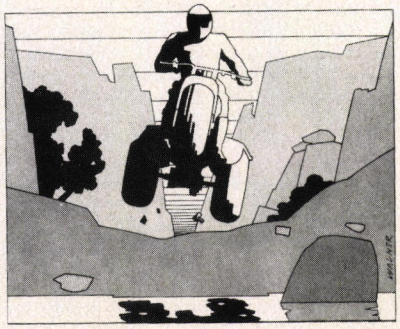
*We've been meaning to talk to Lawson about his taste in sportcoats, too—ed.*

### THANKS, BUT LEAVE US ALONE

The "Fish, Fowl or Motorcycle" article in the January issue brought back some not-so-fond memories. You see, a decade ago my family and I were heavily involved in snowmobile racing, which was great fun and a real family outing On Any Sunday. Soon, factory-sponsored vans began showing up, loaded with high-tech equipment "not yet available to the public." Within two years those family outings had turned into super-hype factory extravaganzas. Most of the weekend racers became so disgusted they completely left snowmobile racing.

A few years ago, many of us ex-snowmobilers discovered ATVs. Once again I see the smiling faces of big kids playing with little toys and racing for peanuts. ATV sales are booming, in part due to us born-again racers, but the factories better be careful. Snowmobile sales were great until factory-sponsored competition killed off the fun. If they don't watch out they'll do the same thing with ATVs.

Nick Youker
Anoka, Minnesota



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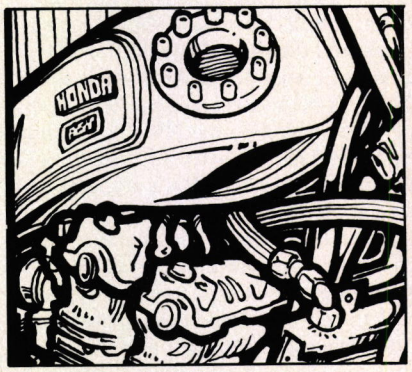
### PUT IT ON THE SHELF

I don't have a bike, but I still have a helmet. It's an old Stars and Stripes design like the helmet in "Easy Rider" and it saved my life in '72. I'd like to use this helmet again and ride in style, so tell me who can recondition it and pad it up to today's standards?

Thomas Mason III
Honolulu, Hawaii

*If you really must use this helmet, first return it to its manufacturer for a checkup. Otherwise, put it on the mantle—ed.*




### HERE'S HOW I'D DO IT

What's with you people? You fail to spot the obvious need for a light, fine-handling, powerful, single-cylinder, two-stroke streetbike. What's to stop you from grabbing a 480 Honda or a 490 Maico and whipping up a serious canyon racer? The only obstacle might be modifying the rear suspension. Come on, 'eh.

ML
USAF, Germany

*Some other obstacles might be the EPA, the CHP, the NHTSA and every other government agency, up to and including the USAF—ed.*

### STICKS AND STONES

Regarding Burrell's letter (Nov. '82), if being un-American means having to wear a helmet, turning in all handguns and not riding Harleys, I say great. Some of us out here in the big, wide world enjoy those "Japanese computerized clones" he speaks of. We like bikes that go, stop and handle while being comfortable, convenient and smooth. So go ahead, call me un-American, I don't mind. After all, I am.

Lyn Garrett
Wellington, New Zealand

### OLD EAGLE EYES

Hey! In the December '82 article, "Gold Strike," the picture on page 40 shows an SP250 instead of an SP500. But on page 42

*Continued*

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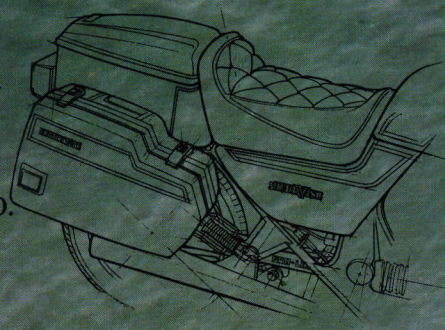
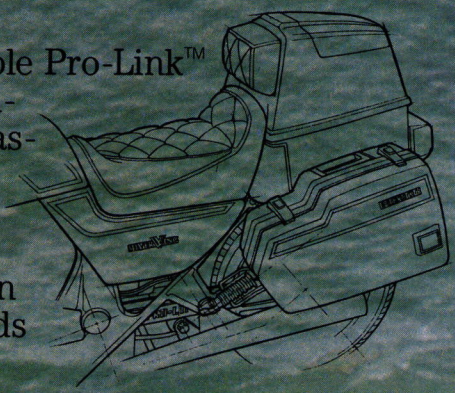
The Silver Wing Interstate has been designed for touring from the ground up. Its four-valve, V-twin engine produces a whopping 60 horsepower* and a torque curve as wide as a six lane highway. Improved gear ratios give you plenty of muscle for fully loaded touring, along with lower cruising rpm for fuel economy. Liquid-cooling, solid state ignition and shaft drive contribute to legendary Wing reliability. And the ride is cushioned by



*Small travel trunk is optional.*

# POSITION OF POWER.



*Large travel trunk and passenger seat unit comes standard on the Interstate.*

air-adjustable Pro-Link™ rear suspension and massive 37 mm air assisted forks.

But when Honda builds a touring machine, we don't just tack on accessories and a nameplate. The Silver Wing Interstate is a fully integrated touring motorcycle. The seat and large travel trunk come as modular units, designed to let you tailor the bike for one-up or two-up touring at a moment's notice. The spacious, easily removed saddlebags are standard. The injection-molded fairing was wind tunnel tested to enhance performance as it provides protection from the elements.

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The Silver Wing Interstate.

It'll put you where no mid-sized touring bike ever has. In a position of power.

HONDA

FOLLOW THE LEADER

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# LETTERS

there's the SP500. Now, which bike did you use on the trip and why are the photos different?

Don Parish
Glendale, Arizona

*We used the SP500. The same one that's in the picture on page 40—ed.*

### UP TO THE MINUTE

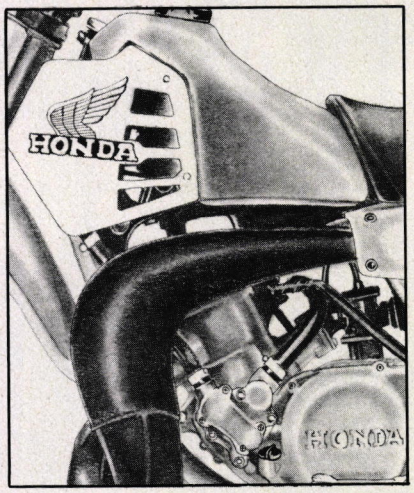
There seems to be all kinds of development going on in every facet of motorcycling except one: enduro bikes. Where are the disc brakes? And who really cares about wheelie-popping power, anyway? Logic would dictate a 350cc to 400cc machine with disc brakes, a four-gallon tank and near two-passenger seating. Is that asking for too much?

Phillip Dennis Garris
Woodbridge, Virginia

*No, if it's a dual-purpose machine you're looking for. But for a straight enduro bike take a look at the new XR350R—ed.*

### APPLES AND ORANGES, YOU SAY

You people compare the Suzuki GK to Honda's Interstate when you know as well as do I that the GL is a full-blown




© 1983 JOE GOMEZ

touring rig while the Suzuki is not. The 1100GK is a *sport* touring bike.

I purchased a GK in May of '82 and so far have put 12,200 miles on it, loving every one. The motorcycle never gets boring, has white-knuckle acceleration all the way up to its 130-mph top end and it will charge the canyons like no other dressed bike I've ever seen.

Personally, I think you had better start looking at what a machine was designed for, then make your comments based on how well it meets those goals. The GK does everything it's supposed to, and does it all well.

Doug Birkley
Delta, Ohio

*You're right, the GK does accelerate and handle well, but Suzuki thinks of it and advertises it as a full-blown tourer—ed.*

### I CAN'T LEAVE THINGS ALONE EITHER

I've always felt you and I had similar feelings toward this sport, and after reading the KZ1000R project bike article, our mutual love of high-speed, excellent-handling, streetable hyperbikes is confirmed. You see, I have an '81 Kawasaki that, I believe, is the fraternal twin of your modified ELR. I started with a KZ1000J and turned it into what is, essentially, a Stage One engine in a Stage Two chassis, excepting wheels and brakes. And since I don't have access to a dyno, I appreciate now knowing how much power I have here.

So thanks for the article, and if you ever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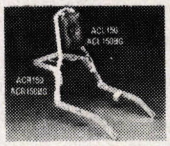

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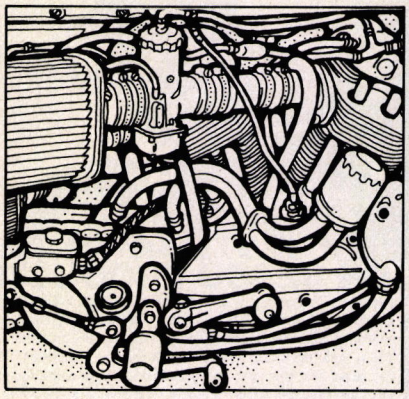
# LETTERS



ride through Springfield, stop by. I'll show you it's possible to build a dreambike, even without Kerker to help.

Bob Walbert
Springfield, Illinois

**THOSE THRILLING DAYS OF YESTERYEAR**

The response to Richard Burris' letter in the January issue (Big Bang Theory) struck a raw nerve. Burris obviously appreciates the value of a kickstarter, and his "slight aversion to electricity" is perfectly understandable to those of us who rely solely on motorcycle transportation. Battery-dependent two-wheelers don't appeal to the rider who has to be there every day. The electronic nightmares coming at us from the Orient (aided and abetted by the motorcycle media's hyperthyroid worship of High Tech) only increase the apprehension of the rider who depends on a motorcycle for more than weekend recreation.

Those next-generation thumpers Burris dreams of will have evolved from the basic motorcycles of the past. Sadly, we can only expect that those uncomplicated bikes will remain dreams, adrift in a universe of arcade video games with two wheels, computer controlled from their aerospace command centers—and totally battery-dependent.

J.W. Powers III
Carlsbad, California

*You have us all wrong, Powers. It must have been our hyperthyroid condition acting up—ed.*

**ANOTHER LETTER FROM WALDEN POND**

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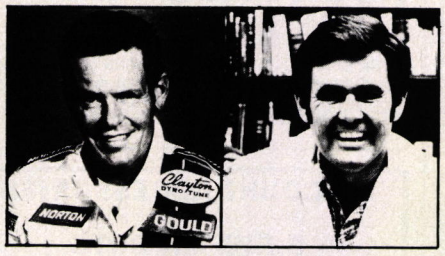


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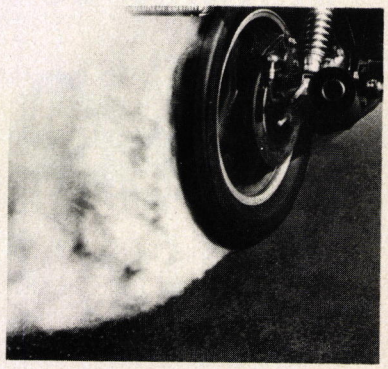

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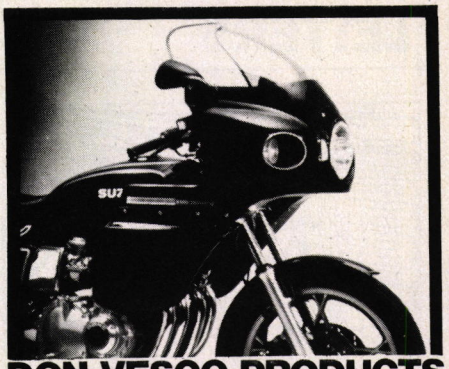

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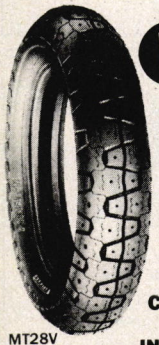

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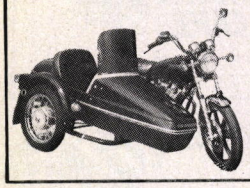

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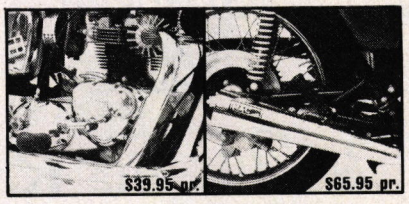


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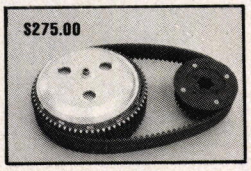


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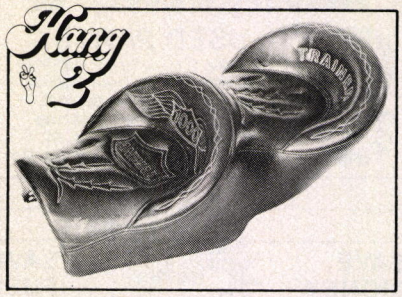


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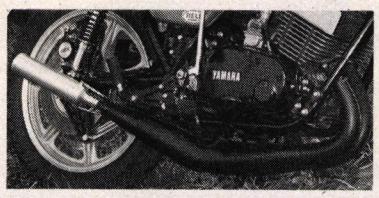

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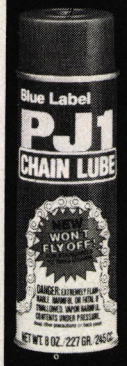


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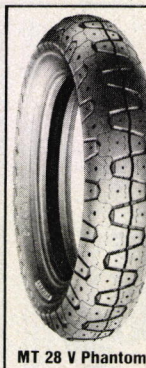

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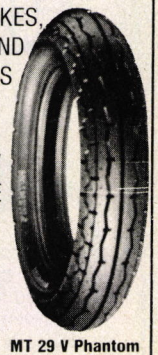

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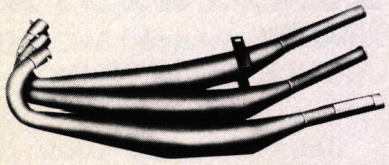

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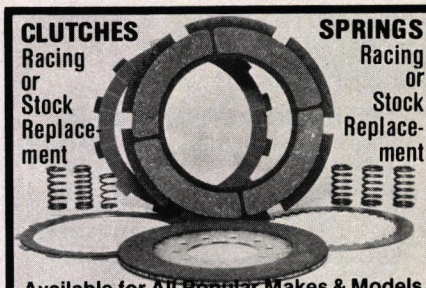

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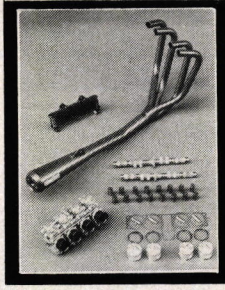

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# LETTERS

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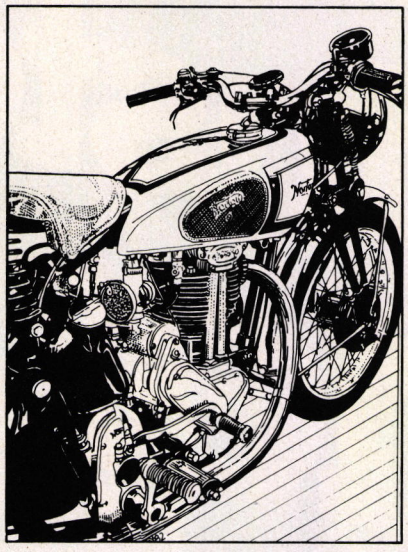
I see no reason why the manufacturers can't produce large-bore singles and twins; simple, reliable bikes with kickstarters as well as electric systems. When are the manufacturers going to start thinking about the people who, ultimately, have to use the bikes?

Robert Crosier
Hindsville, Arkansas

*Come on Crosier, motorcycles have never been more reliable—or less maintenance-intensive. Do you really want to go back to the average circa-'64 machine?—ed.*

**THE COORDINATES, PLEASE**

I've come across something in the June issue that really has me interested. On page 52 of that edition, there's a picture of the Honda V45 Sabre. The bike itself isn't what I'm talking about here, what I want to know is where that picture was taken. Just looking at that photo makes me want



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to jump on my Seca 750 and take off.

Can you please give me the information about that place. After riding around Miami, a cruise there would be heaven.

Rose Stevens
Miami, Florida

*A cruise through heaven is right. The photo was taken in the hills surrounding Monterey, California—ed.*

**HOW DID YOU DO THAT**

I have a question regarding an apparent discrepancy in CYCLE GUIDE'S Cycle Guide. I currently run a 1979 GS1000EN Suzuki and a friend has a 1977 GS750. In the listings for these bikes I have seen times of 12.4 seconds for the 1000 and 12.7 seconds for the 750. Now, dragstrip times for my 1000 run around 13.3/13.4, and my buddy usually turns 13.8/13.9. Both bikes are bone-stock, with the exception of four-into-ones and filters.

This is a considerable difference between CYCLE GUIDE'S tests and actual results. Both of our bikes receive better than average care, and get major tune-ups before going to the strip. My question is, who rides your bikes during testing? If he can get a GS1000 to turn 12.4 he should be riding for Bo O'Brochta.

John Maniatakos
Middleboro, Massachusetts

*Actually, we turned 11.98 with the 1000 and 12.62 with the 750. The rider? In his spare time he edits Sport Lines—ed.* ●


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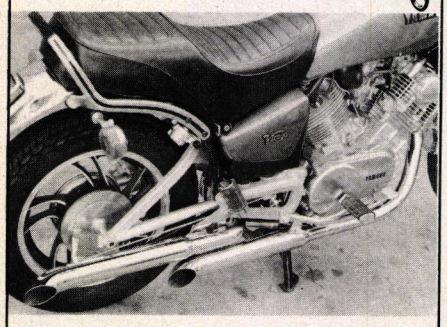

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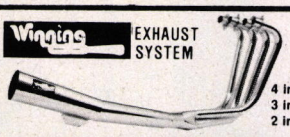

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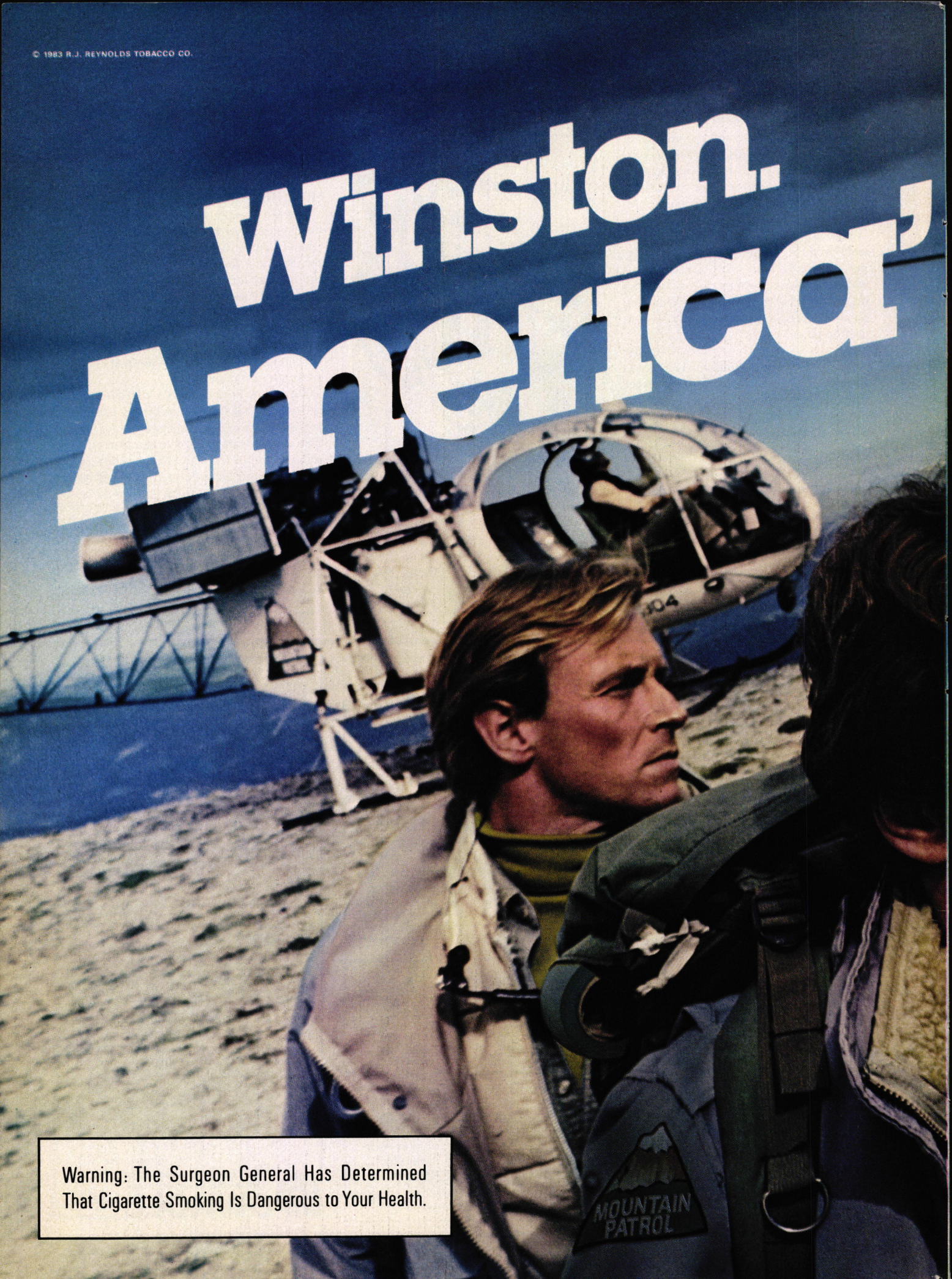


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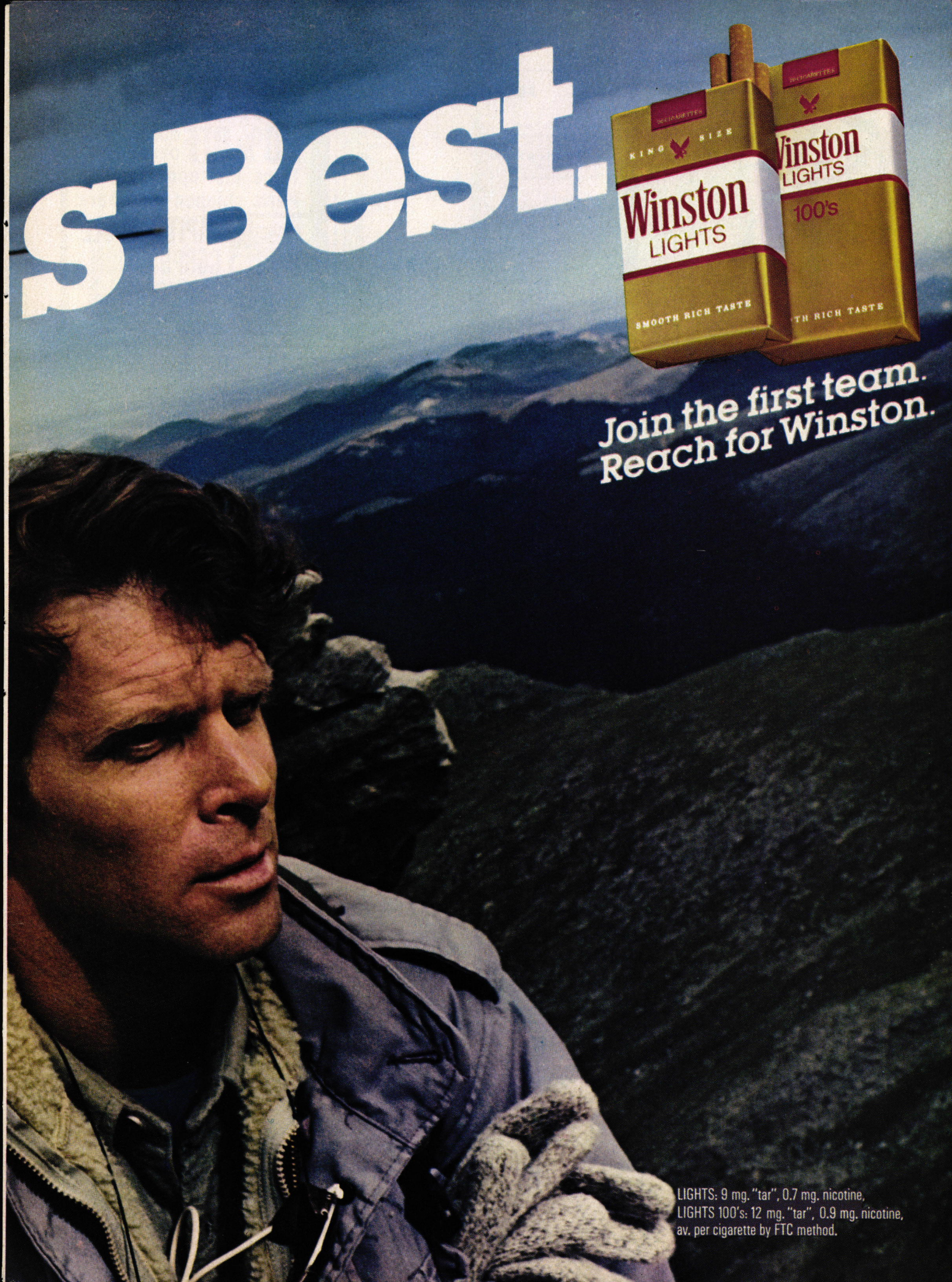
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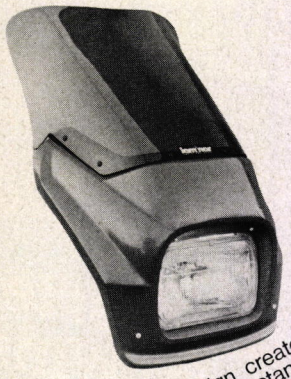

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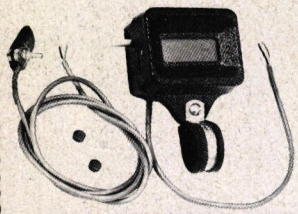

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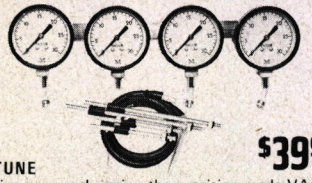

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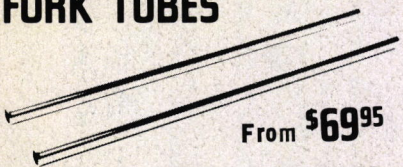

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